

Employees MAGAZINE

THE UNION PACIFIC COAL COMPANY

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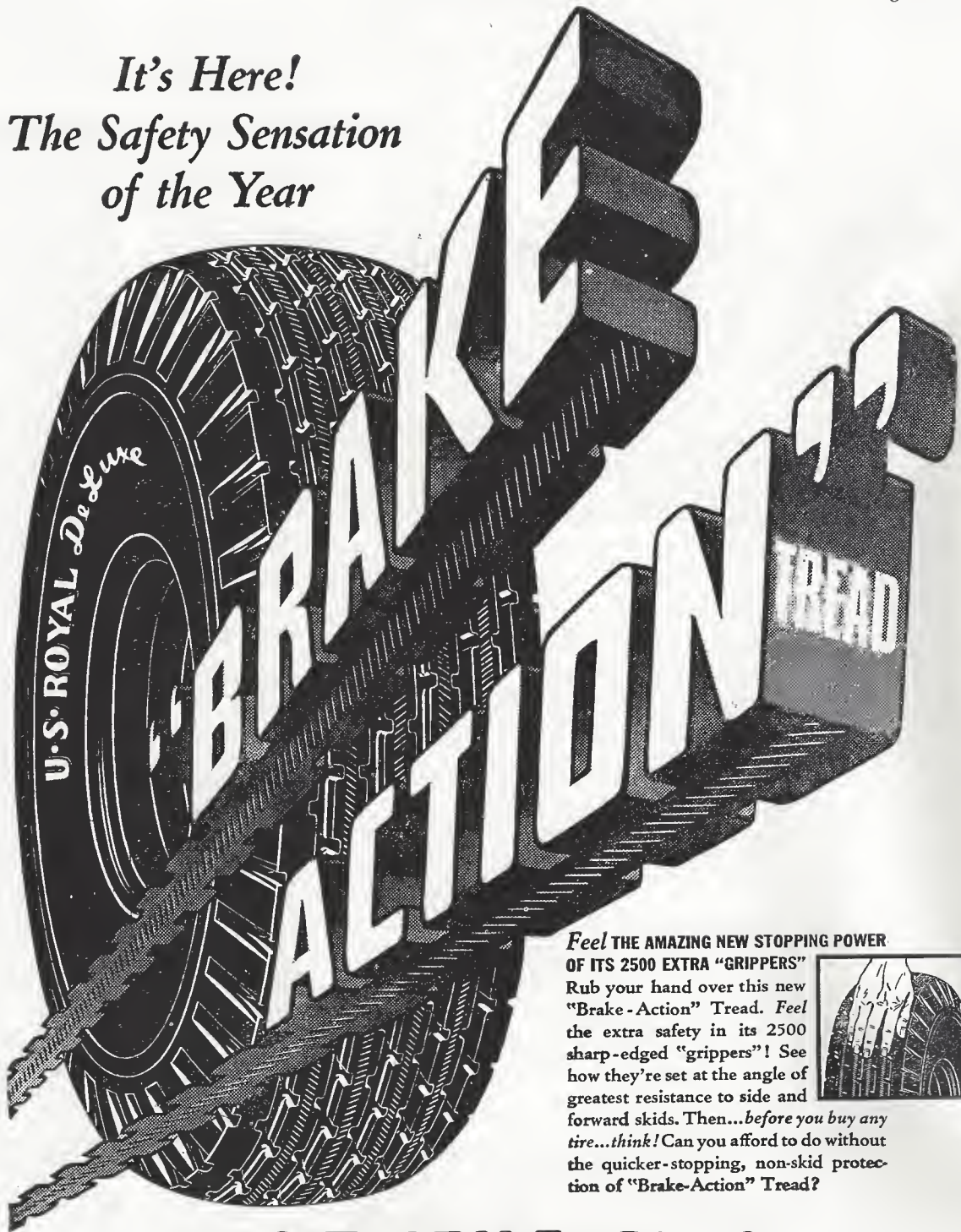


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AUGUST ★ 1939

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 how they're set at the angle of
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 forward skids. Then...before you buy any
 tire...think! Can you afford to do without
 the quicker-stopping, non-skid protec-
 tion of "Brake-Action" Tread?



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The Union Pacific Coal Company Stores

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EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY

VOLUME 16

AUGUST, 1939

NUMBER 8

Early Transportation in America

THROUGH the courtesy of Mr. H. F. Curtis of Omaha, we are enabled to present some of the rather extraordinary transportation methods employed in both the eastern states and in the west a century ago. The history of how freight and passengers were transported across the Allegheny Mountains by canal, portage and rail are set forth below as abstracted from "Chronicles of America," Volumes 21 and 22:

"The eastern division of the Pennsylvania Canal, known as the Union from Reading on the Schuylkill to Middleton on the Susquehanna, was completed in 1827. The Juniata section was then driven on up to Hollidaysburg. Beyond the mountain barrier, the Conemaugh, the Kiskiminitas and the Allegheny were followed to Pittsburgh. But the greatest feat of the whole enterprise was the conquest of the mountain section from Hollidaysburg to Johnstown. This was accomplished by the building of five inclined planes on each slope, each plane averaging about 2,300 feet in length and 200 feet in height. Up or down these slopes and along the intermediate level sections cars and giant cradles (built to be lowered into locks where they could take an entire canal boat as a load) were to be hauled or lowered by horse-power, and later, by steam. After the plans had been drawn up by Sylvester Welch and Moncure Robinson, the Pennsylvania Legislature authorized the work in 1831, and traffic over this aerial route was begun in March, 1834. In autumn of that year, the staunch boat 'Hit or Miss' from Lackawanna county, owned by Jesse Grisman and captained by Major Williams, made the journey across the whole length of the canal. It rested for a night on the Allegheny summit 'like Noah's Ark on Ararat,' wrote Sherman Day, 'descended the next morning into the Valley of the Mississippi, and sailed for St. Louis'.

"Well did Robert Stephenson, the famous English engineer, say that in boldness of design and difficulty of execution, this Pennsylvania scheme of mastering the Alleghenies could be compared with no modern triumph short of the feats performed at the Simplon Pass and Mont Cenis. Before long

this line of communication became a very popular thoroughfare.

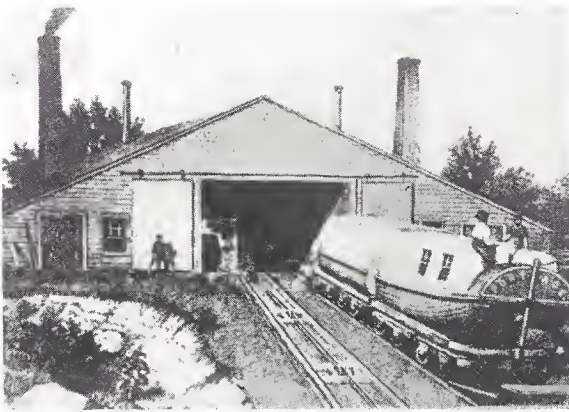
"The Allegheny Portage Railroad was thirty-six miles long, according to the canal commission, and extended from the canal basin at Hollidaysburg, Pennsylvania, to the basin of Johnstown, passing over the summit of the mountain by ten inclined planes. The elevation of the summit above water line of canal at Hollidaysburg was 1,398.71 feet and above the canal at Johnstown 1,171.58. Charles Dickens graphically depicts the unique experience, of being carried over the mountain peaks on the aerial railway in 1847:

"There are ten inclined planes; five ascending and five descending; the carriages (boats) are dragged up the former, and let slowly down the latter, by means of stationary engines; the comparatively level spaces between being traversed, sometimes by horse, and sometimes by engine power, as the case demands. Occasionally the rails are laid upon the extreme verge of a giddy precipice; and looking from the carriage window, the traveler gazes sheer down, without a stone or scrap of fence between, into the mountain depths below. The journey is very carefully made, however; only two carriages traveling together; and while proper precautions are taken, is not to be dreaded for its dangers.

"It was very pretty traveling thus, at a rapid pace along the heights of the mountain in a keen wind, to look down into a valley full of light and softness; catching glimpses, through the tree-tops, of scattered cabins; children running to the doors; dogs bursting out to bark, whom we could see without hearing; terrified pigs scampering homewards; families sitting out in their rude gardens; cows gazing upward with a stupid indifference; men in their shirt-sleeves looking on at their unfinished houses, planning out tomorrow's work; and we riding onward, high above them, like a whirl-wind. It was amusing, too, when we had dined, and rattled down a steep pass, having no other motive power than the weight of the carriages

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Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employees' Magazine, Union Pacific Coal Co., Rock Springs, Wyo.



At the summit of an inclined plane with two sections of a canal boat on carriages.

(boats on railroad trucks) themselves, to see the engine released, long after us, come buzzing down alone, like a great insect, its back of green and gold so shining in the sun, that if it had spread a pair of wings and soared away, no one would have had occasion, as I fancied, for the least surprise. But it stopped short of us in a very business-like manner when we reached the canal; and, before we left the wharf, went panting up this hill again, with the passengers who had waited our arrival for the means of traversing the road by which we had come.'

"During the year the aggregate tonnage passing one way over the road was 60,000 tons and the greatest amount in one day was 1,500 tons. The report states that this was not, by any means, the capacity of the road and much more could be transported if the business of the country required it. In the year for which the report was printed (1839) the revenue on the Allegheny Portage Railroad amounted to \$92,769.48. This was made up of receipts at Hollidaysburg, \$57,351.17; Johnstown, \$32,176.65; Summit, \$3,241.66. The motive power expenses for the same year totalled \$114,677.70, showing an operating deficit of \$21,908.22.

"The board in its report recommended the purchase of two new locomotives at a cost of \$15,000 and ropes for the year 1840 at a cost of \$23,000. The ropes were used to draw the cars up the incline planes and the locomotives were to be used to haul the cars on the long level stretches, while the cars were moved on the short, level stretches with mules. Another recommendation made was the expenditure of approximately \$6,000 for the purpose of roofing the planes. This step was recommended on the theory that the initial cost would be soon made up in savings on rope, which was soon made useless when exposed to the elements.

"The boats came to Hollidaysburg, Pennsylvania, by canal and went into what were called 'slips.' The railroad tracks ran down into the water and trucks were placed thereon and run under the boats and the boats pulled in so they would rest

on the truck. These trucks would be hauled out of the water. There were four of these trucks coupled together and the boat was so constructed that it would be divided into four different parts. The freight would be shifted and the passengers allowed to remain on whatever portion of the boat they desired. The boat, thus divided into four parts and on trucks, was hauled by a locomotive to the foot of the first plane. At the head of this plane was a large drum and by means of this drum cars were hauled up the incline plane and then by means of an engine over to the next plane and thus conveyed over the mountain and down the other side where the boats were once more joined together in about the same way they were taken apart and placed on the trucks at Hollidaysburg. After the canal was discontinued, the Pennsylvania Railroad used the Portage Railroad until their low grade line via Altoona was constructed.

From the Summit to Hollidaysburg, the ruins of this interesting old railroad are frequently in view. On the right, one-half mile from the village of Summit is located the State Sanitarium. Soon after leaving the Sanitarium, on the left is seen a large stone building. This was a famous hostelry in the days of the 'Old Portage'. It is of cut stone and presents, even today, a beautiful appearance. It also marks the end of Summit level and head of Plane No. 6. Here the trains all stopped and travelers took their meals or tarried to spend some time on the mountain top before resuming their journey. A short distance, and to the right, is seen an old cut stone skew arch. It was built to carry the old turnpike over the foot of Plane No. 6 and was only abandoned in the fall of 1923 when the state improved the road by cutting around it. The stone supported slope of Plane No. 7 is as firm today as when built 97 years ago.

"Next of interest is Duncansville. Here in early days was located the Portage Iron Works, and tannery, woolen mill, iron foundry and grist mill.



TOP: A Russell, Majors and Waddell twenty ox team fording a western stream.

BELOW: A team crossing the plains.

Extensive rolling mills and nail works flourished here until a few years ago, but now nothing remains of them except the vacant site. At the extreme eastern limits of the town, near the intersection of the branch railroad to Altoona, stood the original 'Mountain House,' a famous railroad hotel and office building. Here many distinguished visitors stopped when passing through the state, among whom were Kossuth, the Hungarian patriot, and Jennie Lind, the famous singer. Here came committees from Hollidaysburg to greet the famous guests and tender them the hospitalities of their town. Andrew Carnegie learned telegraphy here, and Thomas A. Scott commenced service with the Pennsylvania Railway in 1850 at this point. He was advanced to Vice-president of the road. During the Civil War he had supervision of all the government railroads and telegraphs. In 1871 he became vice president of the Union Pacific Railroad, and returned to the Pennsylvania Railway in 1874 as president. Mr. Scott at one time was one of the promoters and builders of the Texas-Pacific Railway. He sold his interest in that road in 1881 to Jay Gould for four million dollars."

Another early day form of transportation was that supplied by what was known as the Conestoga Wagons:

In the Pennsylvania State Historical Building at Harrisburg there is one of the original Conestoga Wagons attached to six full sized wooden images of horses in one of the original sets of harness. The length of the wagon and the team is about sixty feet.

History states that in 1839 and 1840, before the Pennsylvania Railroad was built, there were about three thousand of these wagons operating between Philadelphia and Pittsburgh—330 miles over the mountains. An average load was 6,000 pounds.

But one line was used for driving the team, this known as a "Jerk line." There were spreader sticks from the hames of the near horses to the bit of the off horses to keep the off horses in place. Before the road was made for wagons, there were a large number of horses traveling a narrow path through the woods and over the mountains carrying packs of goods on their back. A man on a horse would have several of the pack horses following him.

The history of transporting freight from the Missouri Valley to Denver, Salt Lake City and other western points while originating somewhat later than the Pennsylvania transportation methods (before referred to), represents an interesting chapter of history. Freight teams were operated by Russell, Majors and Waddell, using twenty oxen to one wagon. Usually about 25 wagons and attendant teams traveled together. When they made camp for the night, the wagons were drawn up in circular form, the teamsters camping within the enclosure as a protection from marauding Indians. Their loads west-bound were anything from needles to mining machinery, saw-mills, boilers and engines, mowers, reapers, threshing machines, furniture,



A Conestoga wagon. The driver rode the left wheel horse, driving his string with a "jerk line."

clothing, and food supplies. East-bound the wagons carried skins of wild sheep, goat, buffalo and cow.

Ox team freighting was carried on in an extensive way from about 1840 to 1869, at which time the Union Pacific was completed to Ogden, Utah. Goods were hauled from Kansas City, Nebraska City and Omaha to Santa Fe, N. M., Old Mexico, Denver, and the Mormon settlement (Salt Lake City), to mining camps, and to Forts Laramie and Hall. History states that at the height of this traffic there were about 44,000 oxen, 1,000 mules, 3,500 wagons and 4,000 men engaged in the work. If strung out together on the road these teams would have made a line sixty miles long. They traveled an average of 12 to 15 miles a day, and were loaded with 6,000 to 7,000 pounds of freight each. Scarcity of population in the west at that time made the problem of securing sufficient drivers (called bullwhackers) each year to man the teams, a serious one. As a result the large freighting company was compelled to bring out men for that purpose every year all the way from New England to St. Louis, Missouri.

One yoke of two oxen were hitched to the tongue of the wagon, and nine additional yokes of eighteen oxen were placed ahead of the tongue team, twenty oxen in all. The lead oxen were fastened to a long chain and the combination of twenty oxen was called a "string team." Two trail wagons were attached to the first or main wagon, and the outfit was driven by one man. The oxen depended entirely on native grass for food, and while the grass growing on the arid lands of Wyoming, Utah and Idaho was very short, it ripened retaining its nutrition. In any case it was the best available. With an entire absence of wood for fuel the drivers used buffalo chips for fuel to cook their meals.

"What religion needs today is not more flying with God, or leaping with God, or jumping up and down with God, or going into spasms and convulsions and epileptic fits with God. What religion needs today is more walking with God."—*Milo H. Gates, D.D.*

• • Run of the Mine • •

The Benefits of Coal Mine Mechanization

WE present herewith abstracts from a paper read at the Sixteenth Annual Convention of the American Mining Congress, Cincinnati, Ohio, April 27, 1939, by Dr. L. E. Young, of Pittsburgh, Pa. Dr. Young spoke from more than sixteen years active study and actual experience in the work of coal mine mechanization. When he undertook the mechanization of the Kathleen Mine, located in Illinois, all that went before in the way of developing coal loading machinery and mechanical loading technique was experimental and fragmentary. Not only did coal mining labor look upon mechanical loading as something to oppose, but certain coal operators who now load their output wholly with machines, went even farther than the workers in opposition to the change. As usual, economic necessity brought about the acceptance of the new method that a few men of vision looked upon in the beginning as an opportunity. We regret that space prevents reproducing Dr. Young's splendid paper in full. The italics are ours.

"When a new industry is created or new products are developed, the world marvels and we herald the innovations as benefitting mankind. But when the technologic advance is made within a going industry, and particularly in an industry that is struggling against great odds, we generally fail to give credit where credit is due. If an industry is forced to make innovations when there is an abundance of labor, we generally fail to appreciate the real good these innovations are doing, and think only of the small number of men who may be displaced temporarily. We do not value as highly as we should, the larger good that results to the working force as a whole, and to the community supported by the industry.

"The modernization and mechanization of the coal industry which has taken place during the past decade is a typical illustration of the condition described in the foregoing paragraph. Forced by the pressure of competing fuels, coal mining is changing from hand to machine methods and a large part of the benefits and savings that have resulted from mechanization have been passed on to the consumer and the general public. Undoubtedly this will continue, but concerted effort should be made to have the complete story of mechanization presented to all who will ultimately benefit by this

development—the mine workers, the mining communities, railroads and other public utilities and the coal land owners.

"The trend is away from the heavy manual labor of 'digging' coal. With the advent of the cutting-machine and the power-drill, much of the severe labor was eliminated. The loading-machine and the self-loading conveyor have taken heavy burdens off the coal loader, and the conveyor of low height has served to reduce the drudgery of loading to a minimum.

"The youth of this generation who see power-driven equipment in industry, agriculture, and transportation are trying to avoid the drudgery of loading coal, and in another generation there will be a shortage of labor to load coal if hand methods are continued. Moreover, the maintenance of mechanical loading devices requires a crew of mechanics who prefer this class of skilled work to the manual labor of loading coal.

"After the men have been trained to the new work of mechanization there is usually a substantial reduction in personal injuries occurring at the face. This is true both as to severity and frequency. Because of the concentration of work in a few places, the hazards may be given personal supervision and taken care of with promptness and certainty. The fact that men seldom work alone in a mechanized mine contributes to the elimination of hazards, for it is unlikely that the careless worker will be permitted to jeopardize the lives of his fellow-workers. *It is not the purpose of the writer to minimize the hazards of mechanization, but it is his firm conviction that the face-worker has less chance of injury in a well-managed mechanized mine than in a well-managed hand mine.*

"The foregoing statements show that the Mine Worker is benefitted substantially by the introduction and use of mobile loaders, conveyors, and the auxiliary equipment required to serve them. For these reasons it is anticipated that when all the facts are known, the Mine Workers will cooperate fully in programs of mechanization which are planned primarily to save the industry from disastrous competition.

"The importance of the bituminous coal-mining industry to the states and local communities in which coal mines are located requires little discussion, — a protracted suspension soon shows how wide-reaching are the influences of the bituminous coal industry. The failure of mines to meet payrolls and to pay taxes brings

suffering and want, and results in the closing of schools or the reduction of school terms. When the coal mines do not prosper it usually results in poor roads, poor sanitation, privation, and decadence of the community.

"Mechanization has brought relief to some decadent districts, it has given new life to communities, and it has made possible the opening of thin seams in areas in which all the merchantable thick coal has been mined. *When threatened by the competition of open-pit mines, the shaft mines of Illinois and Indiana have been able to survive solely because of the introduction of mobile loading machines. If it had not been for the courage and vigor of leaders of the industry, — schools, hospitals, asylums, and other eleemosynary institutions would have been jeopardized.* Public officials and business men of many coal districts should be given the facts and should be shown that mechanization may be the means of protecting the future of many such communities.

"Whether the coal is owned by the farmer, the operating coal company, or a land company, the continued operation of mines, the payment of royalties or rent, and the payment of taxes by coal operators means much to the investor and to the community. The abandonment of mine openings and the failure to drain or pump portions of coal fields frequently means not only the total loss of investment in such openings and underground development, but also the postponement of the working of adjacent coal lands and depreciation of values. In several instances it has been to the advantage of the land-owner to assist in the financing of mechanization, because it appeared to be the only practical way of saving the original investment and of making profitable operation eventually possible. From a long-range viewpoint there is no one more vitally concerned in the modernization and mechanization program than the land-owner.

"The pay-rolls of the community are the fundamental source of income from which we may, with self-respect, pay our share in the American Way. Schools, churches, clubs, and other local organizations might properly interest themselves in the bread-and-butter payrolls that make their existence possible. In the mining communities, this means that the mine-pay-roll is Economic Problem Number One. The part that Modernization and Mechanization play should not be overlooked. They may save a community from complete collapse.

"The intelligent development of the natural resources of a community is one of the true measures of its right to survive in the struggle for economic existence. However laudable may be the development of new industries and new products, it is just as laudable and just as vital to preserve, protect, encourage, and assist the going industries and operations in a

community, for they have contributed through pay-rolls and taxes to maintain the community in prosperity and with self-respect."

Debunking the New Deal

THE Saturday Evening Post recently carried a series of articles by Raymond Moley, the first published on June 24th under the caption, "Mr. Roosevelt Sets His Cap." The second installment was published July 1st under the title "On the Campaign Trapeze." Other articles followed. It is regrettable that every American voter regardless of political background or affiliation could not have read Mr. Moley's interesting revelations. It is worth while to remember that Mr. Moley is only one of the many men who helped to build up the so-called "New Deal" structure, to later see the utter unworkable character of the theories the "brain trusters" so gayly pyramided in 1932, when they were engaged in electing a candidate for the highest office in the gift of the nation—one fraught with more responsibilities than that of any other king, prince, potentate or leader in the world. The author, who has been referred to as "Prime Minister of Mr. Roosevelt's Privy Council" now apparently looks back on the first "New Deal" campaign as more of a circus than a statesmanlike structure.

The man who was perhaps most close to Mr. Roosevelt in 1932, preceding and through the campaign, was Mr. Louie Howe, since passed away. Mr. Moley refers to Mr. Howe as "the wizened, gnarled gnome who made Mr. Roosevelt's political fortunes his own life's breath." Howe was extremely jealous of those called to plan the first campaign and there are many who believe that if this very valuable mentor had been able to stick to his task, fewer visionary experiments would later have been put into effect. It was only after Mr. Howe became seriously ill that the youthful "brain-trusters" came into full flower.

Mr. Moley naively uncovers the real background of the many subsequent schemes that were supposed to lead the people of the United States out of the desert of unemployment and privation into a land flowing with milk and honey. He relates that the first volunteer to offer his services was Samuel J. Rosenman, counsel to Governor Roosevelt, whose "one desire was to be appointed to New York's Supreme Court before Roosevelt left the governorship." Louie Howe cordially hated Rosenman who came up through New York City's district politics. Eventually Rosenman faded from the picture, only, however, after giving Howe many headaches.

Moley relates that the first planning for campaign topics was carried on by him with Rosenman and Basil O'Connor, Roosevelt's law partner. "As we jotted them down, I suggested the names of individuals who had expert knowledge about each,"

writes Mr. Moley. Then came the task of putting those who were enlisted to work. One of the first knights to enter the arena was Lindsay Rogers of Columbia University. Rogers undertook to fix up a speech on the tariff, which, when delivered by the candidate at St. Paul on April 18th, was found to contain almost the exact language used by Alfred E. Smith at a Jefferson dinner held in Washington five days before. When it is remembered that Governor Smith was a rival candidate for the Presidential nomination, it is easy to see why Rogers quickly got the boot.

Then came others among whom was Adolf A. Berle, Jr., who "had a whirlwind career as an infant prodigy in Harvard College and Law School." Other recruits from Columbia's faculty were Prof. Joseph D. McGoldrick, James W. Angel, Schuyler Wallace and Howard Lee McBain. We must not forget Rex Tugwell, who had varied plans for the salvation of the agricultural industry, even though he never raised as much as a rutabaga. Tugwell did not stop at agriculture; he worked with Berle on plans for scaling down "the intolerable burden of accumulated debt," on "loosening frozen credits" and on the tariff that Rogers had muffed. Any starry-eyed boy with a college degree, even though he had never wrestled with a business or the job of finding a payroll was picked up, *providing only that he had an idea that was not tainted with usage and time*. Old methods like old copy-book mottoes were *passee* in the campaign of 1932, just as they have pretty much been ever since.

One of those who joined the galaxy of political soothsayers was General Hugh S. Johnson, who blustered his way through the N. R. A., creating limitless codes for the regulation, regimentation and confusion of every known industry, from coal to "sick chickens" and the manufacture of powder puffs. We recall a story told by a then sub-administrator of the N. R. A. wherein he related that a young and buxom lady called one day to urge a code to regulate the manufacture and sale of false bosoms, which business she was then engaged in. When the official told her that he did not believe that her product was a basic necessity, she attempted to show him the important part that a well made device contributed to her own frontal exposure. The erstwhile cavalry leader lost his job when the Supreme Court tossed the N. R. A. into the ash can, and since then he has been employed as a highly explosive columnist and writer. When Secretary Harold L. Ickes came out for a third term for the President in the magazine LOOK on June 20th, Johnson countered in the same magazine, July 18th, with a denouncement of Mr. Roosevelt, the third term idea and Secretary Ickes, that burned like a Spanish fly blister.

We have commented on Mr. Moley's reform of

ideas,— perhaps recantation is the better term, to show how casual and frothy was the progress used in electing Mr. Roosevelt, many of which vagaries born in the mind of a super-intelligentsia have since been tried at the expense of the common people, who after seven years yet seek honest-to-goodness employment and a chance to move forward without continuous annoying, irritating hindrance from the "brain-trusters," scores of whom, having passed across the stage, have gone back to the academic cloisters from whence they came.

The Democratic party platform of 1932 was a constructive, statesmanlike document. If its principles and pronouncements solemnly put out to the American electorate had been followed, the nation might not now be confronted with a national public debt approaching 45 billion dollars, and likewise it might not now have nearly ten million unemployed. The Moley articles plainly set forth the fact that the so-called "New Deal" was planned wholly and exclusively for the purpose of electing Mr. Roosevelt. It was planned long before the National Democratic Convention of 1932, and once espoused by the man who resents vindictively any attempt to interfere with or thwart his plans, the party platform was quickly and ruthlessly overridden, and the nation has ever since been steadily surfeited with a welter of crack-brained schemes, many of which had been tried and proven unworkable in both the old and the new world, and that long ago.

There never has been a superman in the political, economical or financial world who has not overshot his mark and failed. The words uttered by Edmund Burke in 1785 are even more appropriate to the present than to that day.

"The path to happiness for nations and men does not lie in sweeping innovations; always it lies in doing justice to the past, in welcoming what it has achieved as 'an entailed inheritance' and even in the hour of reform; in carrying it through in a spirit of gratitude and reverence toward existing institutions, which are not to be remade by the energies of a single generation of radical reformers, however ardent their passion for human happiness may be."

Air Raid Protection in Scotland

WE have before us the summer number of Mavor & Coulson Apprentices' Magazine, a fascinatingly edited and beautifully gotten up quarterly publication. This magazine is printed for the benefit of the Mavor & Coulson Company's shop apprentices in Glasgow, Scotland, many of whom, when educated, go out into the world as sales representatives of the Mavor & Coulson Company.

From the issue of the Apprentices' Magazine referred to, we quote:

"Under the Civil Defence Bill, all industrial concerns employing fifty or more people in certain areas must make provisions for the safety of their employees, for fear of air raids during working hours. The steps to be taken are:—

- (1) Preparing air-raid shelters.
- (2) Training employees.
- (3) Restriction of lighting.

"(1) Air Raid Shelters—A controller and a deputy-controller have been appointed, and they will appoint a group leader to every fifty employees. The welfare office will be used as a control room. It will be made splinter-proof by sand-bags and the windows sealed against gas. The control room will be in communication with all parts of the building and shelters by telephone and messengers.

"We have bought the ground bounded by Summer Street and Broad Street, and started work on blast and splinter-proof shelters. Each of the fourteen shelters will hold fifty people.

"(2) Training Employees—Air-Raid Drill—Employees will be divided into groups of fifty. Each group will have a colour, and each member of the group will be given a badge or button of that colour. A leader and a deputy-leader will be appointed to take charge of each group, and a shelter will be allocated to them. Instructions will be given to group leaders and to those under them. Evacuation drill will be carried out by each group individually, then mass evacuation drill will be rehearsed periodically.

"First-aid Teams will be chosen from those employees who hold their St. Andrew's or Red Cross certificates as soon as the present first-aid classes are finished.

"Fire-fighting Parties are at present being trained under Messrs. I. Reid and H. Pollock, who underwent a course of training at the Central Fire Station.

"Key-men have been appointed, who will see that water, gas, electricity, etc., are shut off before they take shelter in specifically located places, which can be used as observers' posts. The key-men must be able to detect gas, and they will investigate all plant before the employees resume work after an air raid. Diagrams will be made and given to the key-men of the position of sub-station, main switches, fuse boxes; position of main valves, general run of pipes for gas supply; position of tanks, stop cocks, hydrants, and general run of pipes for water supply.

"All key-men, group leaders, messengers, and members of first-aid and fire-fighting parties will receive anti-gas training.

"Office Records—Some of the section leaders have been made responsible for the safe removal of certain important papers.

"Air-raid Warning—The local authorities have been asked to give us the advance warn-

ing. The telephone operators will be taught the various warnings received through the telephone. The operator on duty will pass the message to the controller, switch over to the control room and leave her room. The internal air-raid warning will consist of the works' bell being run for a period of two minutes by intermittent rings of five seconds' duration each.

"Outside Facilities—The local authorities have explained to us their plans for cleansing stations, casualty clearing hospital, first-aid posts, decontamination centres for vehicles, streets and buildings, and clothing, warden posts, fire and auxiliary fire stations, storage of respirators, and temporary rehousing. We have marked these points on a map, which will be kept in the control room.

"(3) Restriction of Lighting—The management is at present considering the adoption of an ingenious system of complementary lighting. We have applied for exemption from the lighting regulations for the cupolas.

"Equipment—Almost all our anti-gas and fire-fighting equipment is now in stock.

"These precautions must cost the firm a lot of money, little of which can be recovered from the State. We all hope that active use of the precautions will never arise; the best value for money we hope to obtain from the expenditure is that the future may prove it to have been unnecessary."

The regulations quoted refer to the Broad Street, Glasgow, works of the Mavor & Coulson Company, their new East Kilbride works outside of the established danger zone, there, however, members are given First-aid and fire-fighting and anti-gas training as well as instructions in the matter of the restriction of lighting. The Switchgear works at Kirkintilloch are also outside the danger zone, the safety activity paralleling the East Kilbride works.

We that live in a country three thousand miles remote from the war-mad dictators of Europe find it hard to understand the shadow of destruction that hovers over Belgium, France and the British Islands. Admiring as we do the splendid character of the Mavor & Coulson Company management, we sincerely hope that the necessity for the precautions set forth above will soon disappear.

How Speeds the Guffey Act

THE Bituminous Coal Act of 1937, better known as the "Guffey Act" was approved and became the law on April 26, 1937. The act was created to regulate "bituminous coal" which "includes all bituminous and semi-bituminous coal and shall exclude lignite, which is defined as a lignitic coal having calorific value in British thermal units of less than seven thousand six hundred per pound, and having a natural moisture content in place in the mine of 30 per centum or more."

District 21 as established by the act includes all coal producing counties in North and South Dakota, where the coal is known to be lignite and nothing else, yet it was not until June 28, 1939, that the Bituminous Coal Commission decided that the Dakota coals were really lignite and therefore not subject to the act.

When it takes a Commission with a flock of erudite technicians more than two years to make a solemn pronouncement that "lignite is lignite" equivalent to saying that "black is black," which every one knows to be a fact—well what hope is there for the son of a deceased husband's wife? *P. S. The prices that were to save the industry are yet in the incubation stage.*

Royalty Goes Below Ground

THE King and Queen of England, came, saw and conquered all Canada and the United States, in their brief visit. This was made possible by the gracious democratic demeanor of Britain's greatest.

As an example of fine simplicity (and, on the part of Queen Elizabeth at least, courage), their trip into the workings of Canada's gigantic Frood Mine of the International Nickel Company at Sudbury, Ontario, Canada, on June 5th last, is worth recording. After putting on safety hats they were equipped with waterproof clothing and Edison cap lamps. They next stepped into one of the mine's sixty-passenger cages, to drop at the rate of 1500 feet per minute (about seventeen miles per hour) to the 2800 foot level, where they saw the work of mining nickel ore going forward.

The Frood Mine, one of the largest workings in the Sudbury district, produces about ninety per cent of the world's supply of nickel.

Coal—Here, There and Everywhere

THE Rocky Mountain Coal Mining Institute at its recent annual session held at Salt Lake City June 22, 23, and 24, elected the following:

President, Sharp Hanson; Vice Presidents, R. C. Oliver, Oscar Huber, W. N. Wetzel and D. H. Pape; Secretary, F. W. Whiteside,

At Annandale, Sydney, Australia, a demonstration of a plant for extracting oil from shale and coal was made. One hundred thirty pounds of coal were placed in the coal container and in the afternoon the various grades of oil, petrol and gas from the coal were run off. Results, as claimed by the directors of the company, were very satisfactory and beyond any achieved anywhere else in the world, 78 gallons of crude oil from a ton of coal, and 135 gallons of oil from a ton of shale.

The general session of the International Geological Congress will convene at London, England, July 31 to August 8, 1940.

The Ontario government is considering means of developing the lignite coal deposits in the northern portion of that province.

Announcement has been made by the Rocky Mountain Pacific Coal Company that it will abandon its Gardiner mine (four miles west of Raton) and also the mining property at Koehler. Exhaustion of the coal was the reason for closing the first-named mine, and high cost of production in the case of the Koehler operation, this latter shutdown being temporary, while a new program for improved operations is being worked out.

The Joseph A. Holmes Safety Association presented on June 28th at Walsenburg, several citations to miners and operators from three coal mines and one iron property of the Colorado Fuel & Iron Corporation. The United States Bureau of Mines announced the Safety citations were given to the Kebler mine (Tioga), the Morley mine, Rockvale No. 3 (Canon City), and the iron mine at Sunrise, Wyoming.

John R. Lawson, Vice President, Operation, of the Rocky Mountain Fuel Company, Denver, has withdrawn from the service of that Company to devote his time to experiments on a coal-mining machine.

After 42 years' service, W. H. Howell, Purchasing Agent, Victor-American Fuel Company, Denver, retired from that post.

Schools

BERNICE Keating has been appointed Home Economics instructor at the local High School, and will spend the summer months at Iowa State College, Ames. She is a former Rock Springs resident, but has been employed with the State Welfare Department for several years past.

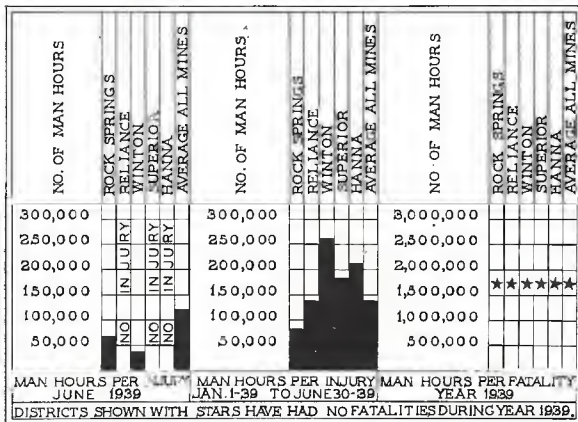
Mary Fugino, who just graduated from the Hanna High School, left June 24th for San Francisco, at which point she will join a party of forty girls enroute to Japan on a two years' educational tour.

Clarence Lemoine, son of Foreman Joe Lemoine, Hanna, has received his diploma from the College of Pharmacy, University of Colorado, and spent several weeks visiting his parents following graduation.

Miss Mae Miller, who for several years past has been instructing the youth of our local High School in the curves and pothooks of shorthand, as well as the intricate parts of the typewriter, how to acquire speed, accuracy, etc., was recently married to John Kershisnik. The young couple, upon their return from a trip to the World's Fair at San Francisco, started to keep house.

Make It Safe

June Accident Graph



THE first half of the year finished with eleven injuries—four of these were in Rock Springs No. 8 and one each in Rock Springs No. 4, Reliance No. 1 and No. 7; Winton Nos. 3 & 7½, Superior "C", Superior D. O. Clark and Hanna No. 4, leaving Winton No. 1, Superior "D" and all of the outside sections clear. All districts now have at least one injury.

Winton still leads the districts with 261,296 man hours per injury; Hanna, Superior, Reliance and Rock Springs follow in the order named. The comparison for all districts shows 139,401 man hours per injury for 1939 and 87,692 for 1938, representing an increase of 51,709 man hours per injury or 58.97%. This will be hard to maintain but when we see what has been accomplished when everyone is trying, the task does not seem impossible.

Let us make the last half of the year even better.

LOST-TIME INJURIES AND MAN HOURS BY MINES JUNE, 1939

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4...	20,524	0	No Injury
Rock Springs No. 8...	31,388	1	31,388
Rock Springs Outside...	15,937	0	No Injury
Total.....	67,849	1	67,849
Reliance No. 1.....	23,898	0	No Injury
Reliance No. 7.....	15,729	0	No Injury
Reliance Outside.....	9,639	0	No Injury
Total.....	49,266	0	No Injury
Winton No. 1.....	14,084	0	No Injury
Winton Nos. 3 and 7½...	15,624	1	15,624
Winton Outside.....	7,217	0	No Injury
Total.....	36,925	1	36,925

Superior "C".....	12,208	0	No Injury
Superior "D".....	11,424	0	No Injury
Superior D. O. Clark...	19,327	0	No Injury
Superior Outside.....	11,410	0	No Injury
Total.....	54,369	0	No Injury
Hanna No. 4.....	23,247	0	No Injury
Hanna Outside.....	13,063	0	No Injury
Total.....	36,310	0	No Injury
All Districts, 1939....	244,719	2	122,360
All Districts, 1939....	222,948	6	37,158

LOST-TIME INJURIES AND MAN HOURS BY MINES

PERIOD JANUARY 1 TO JUNE 30, 1939

Place	Man Hours	Injuries	Per Injury
Rock Springs No. 4.	127,526	1	127,526
Rock Springs No. 8.	190,799	4	47,700
Rock Springs Outside	91,303	0	No Injury
Total.....	409,628	5	81,926
Reliance No. 1.....	135,849	1	135,849
Reliance No. 7.....	84,714	1	84,714
Reliance Outside....	52,654	0	No Injury
Total.....	273,217	2	136,609
Winton No. 1.....	103,810	0	No Injury
Winton Nos. 3 & 7½.	110,173	1	110,173
Winton Outside.....	47,313	0	No Injury
Total.....	261,296	1	261,296
Superior "C".....	85,925	1	85,925
Superior "D".....	79,282	0	No Injury
Superior D. O. Clark	132,412	1	132,412
Superior Outside....	76,356	0	No Injury
Total.....	373,975	2	186,988
Hanna No. 4.....	142,807	1	142,807
Hanna Outside.....	72,484	0	No Injury
Total.....	215,291	1	215,291
All Districts, 1938...	1,533,407	11	139,401
All Districts, 1938...	1,403,072	16	87,692

Mid Year Safety Meeting

THE mid-year Safety meeting was held in the Old Timers' Building at 8 P. M., Wednesday, July 12th, for the purpose of awarding a lot in the Pryde Addition, Rock Springs, for Safety work, this being the first meeting of its kind to be held.

After some selections from McAuliffe's Kiltie Band, Chairman I. N. Bayless opened the meeting by introducing Chief of Police C. E. Krieger.

Chief Krieger made a very excellent talk on traffic Safety, outlining what the Police Department of Rock Springs was trying to do in making the streets of this city safe for people and automobiles.

He urged everyone to drive safely and obey the traffic rules, as they had been promulgated for the safety of everyone.

Chairman Bayless reiterated some of the points made by Chief Krieger, and urged everyone to co-operate to the fullest extent with the Police Department.

He then called on Mr. George B. Pryde, who also referred to the traffic situation, and stated that the money is now available, and something would probably be done in the near future to correct the C Street crossing situation through a grade separation of some kind.

He pointed out that, so far this year, we have maintained the record set up at the first of the year, and gave a resume of the number of accidents and man shifts worked per accident for each of the districts.

Mr. Pryde told of the meeting in September at which the Sentinels of Safety trophy will be awarded.

He stated that the prospects for work looked better now than this time last year, and asked the men to avoid absenteeism following vacations.

Mr. Bayless then called upon Mr. W. H. Walsh, a former employe of this company, later a Deputy State Coal Mine Inspector, and at present Safety Engineer for the commercial operators in this field.

Mr. Walsh mentioned the death of Mrs. Rex Coates when gasoline which she was using for

cleaning purposes ignited in the basement of her home. He cautioned everyone to use extreme care in using gasoline for cleaning.

He complimented the men on their Safety record, and asked them not to let the newness of the campaign wear off; urged them to keep up their enthusiasm.

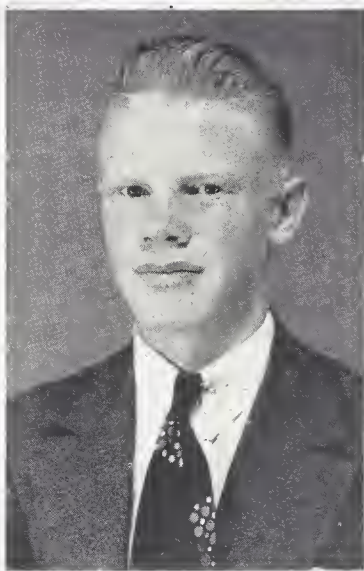
Mr. Bayless then called on the Kiltie Band for some selections, after which Mr. Thos. Berta took over the actual drawing for the lot, assisted by Mr. Milton Friel, Secretary, Local No. 3830, U. M. W. of A., Mr. Harold Cook, Secretary Local No. 2309, U. M. W. of A., and Miss Ruth Jean Knill. Mr. Tallmire, our Auditor, produced the 2,018 capsules containing the names of all those eligible to draw for the lot, they were placed in the large glass bowl, thoroughly stirred up by the committee, and then Miss Knill drew twenty capsules from the large bowl, placing them in a small bowl. Then one capsule was drawn from the small bowl, this containing the name of Francis Russell Daniels, of Superior "C" Mine, who was promptly declared the winner of his choice of the yet unsold lots in the Pryde Addition.

STATEMENT SHOWING NUMBER OF CALENDAR DAYS WORKED BY THE VARIOUS DEPARTMENTS, OR MINES, SINCE THE LAST LOST-TIME INJURY

FIGURES TO JUNE 30, 1939

The Winner of the Lot

F. Russell Daniels, the winner of the lot in the Pryde Addition, at the mid-year Safety meeting, is the youngest son of Mr. and Mrs. John Daniels. His father, John Daniels, started in Almy in 1890, is a member of the Old Timers' Association and still works for the company at "D" Mine, Superior, as powder man. Russell



F. Russell Daniels

was born in Cumberland April 2, 1920. He graduated from Superior High School in May, 1938, and has worked for this Company as a tippelman on "C" Mine tipple since August 8, 1938. He has two brothers and three sisters, the two brothers also working for this Company.

Underground Employes Calendar Days

Rock Springs No. 4.....	70
Rock Springs No. 8.....	35
Reliance No. 1.....	114
Reliance No. 7.....	151
Winton No. 1.....	245
Winton No. 3.....	1,055
Winton No. 7½.....	11
Superior "C".....	45
Superior "D".....	235
Superior D. O. Clark.....	100
Hanna No. 4.....	70

Outside Employes Calendar Days

Rock Springs No. 4 Tipple.....	3,167
Rock Springs No. 8 Tipple.....	1,747
Reliance Tipple.....	1,583
Winton Tipple.....	3,367
Superior "C" Tipple.....	373
Superior "D" Tipple.....	821
Superior D. O. Clark Tipple.....	520
Hanna No. 4 Tipple.....	595

General Outside Employes Calendar Days

Rock Springs.....	2,479
Reliance.....	436
Winton.....	2,964
Superior.....	3,236
Hanna.....	1,339

June Safety Awards

THE monthly safety meetings for June were held in Rock Springs, Hanna, Superior, Winton and Reliance on June 30th, July 1st, 3rd, 5th and 7th, respectively.

Nine mines were eligible to participate in the drawing for cash awards and five were eligible to participate in the drawing for the suit awards. Winton No. 7½ Mine was the only one in which an injury occurred.

The attendance was not as large as usual, due to the night shift's working. Reliance being an exception. The crowd was so large at Reliance that it was necessary for some men to stand on the porch to the front entrance. A moving picture was shown at all districts except Hanna. Mr. Pryde spoke at the Reliance meeting and Mr. Bayless at the Winton meeting.

Following are the winners:

Mine	First Prize \$15 Each	Second Prize \$10 Each	Third Prize \$5 Each	Unit Foreman \$10 Each
Rock Springs No. 4	Ernest Anselmi	Hans Crawford	Louis Broseghini	John Traeger
Rock Springs No. 8	Frank Vehar	Thos. Twardoski	Gordon Weir	Geo. Blacker, Jr.
Reliance No. 1	Wm. Sellers	Ernest Grosso	Ade Ruotsala	Sam Evans
Reliance No. 7	Clarence Tiller	Carl W. Hughes	Mack Fresques	Robt. Stewart
Winton No. 1	Jerry Notar	Mike Busko	Chas. French, Jr.	Sylvester Tynsky
Superior "C"	Wm. A. Burke	Geo. Gillilan	Toivo Kansala	Cliff. Anderson
Superior "D"	T. L. Edwards	Alfred G. Brown	James McMillan	Leslie Low
Superior D. O. Clark	Fred Flohr	Wm. Hanking	Griff Powell	Paul Cox
Hanna No. 4	John Rimmer	John Tammela	Evor Aalto	Jas. Harrison
TOTAL	\$135	\$90	\$45	\$90

Suits of clothes awarded: Everett Gordon, Reliance No. 1 Mine; Fred Miller, Reliance No. 7 Mine; Tony Morino, Winton No. 1 Mine; John Adams, Superior "D" Mine and Elmer E. Gerths, Su-

perior D. O. Clark Mine. Winton Nos. 3 & 7½ Mine was ineligible to participate.

A Good First Aid Worker



Harry Marriott

several years in giving instructions to the Senior Girls troop here they have won two first awards and two seconds. His hobby is gardening and his yard is a show place. Harry is not superstitious over the fact his house bears the "1313" as his Packard automobile carries the same number. The

Harry Marriott, Timberman, employed in Mine No. 8, at Rock Springs, was born in Derbyshire, England came to the United States in 1922 and has been engaged here since that time. He is a married man residing in a Company house at 1313 Eleventh Street and is a firm believer in first aid work and during his

members of his troop are deeply appreciative of the time and energy devoted in tutoring them.

Keep Your Name Off This List

THE following men, on account of their having sustained a lost-time injury during the period January 1 to June 30, 1939, were ineligible to participate in the drawing for the lot in the Pryde addition which was awarded June 12, and will likewise be ineligible to take part in the drawing for the automobile to be awarded at the close of the year 1939.

Enrico Bergamo, Rock Springs
Albino Brugnara, Rock Springs
Joe Faigl, Rock Springs
Attilio Pedri, Rock Springs
John Titmus, Rock Springs
William Foote, Reliance
Mike Kokas, Reliance
Arthur J. Tirre, Winton
Edward Hanking, Superior
Milutin Y. Shepanovich, Superior
Howard B. Rodda, Hanna

HER FINAL WORD

She—"I am telling you for the last time, you can't kiss me."

He—"I knew you would weaken eventually."

Individual Safety Standings of the Various Mine Sections in the Annual Safety Contest

PERIOD JANUARY 1 TO JUNE 30, 1939

THE first half of the year was completed with a substantial gain over the first half of 1938. The man hours per injury for 1939 were 139,401 compared with 87,692 for 1938, representing a gain of 51,709 man hours per injury. During 1938 there were fourteen sections with injuries, twelve underground and two outside, two of these sections having two injuries each and the other twelve having

one each. During the first half of 1939, there were eleven sections with injuries, all of which were underground, and each having only one injury. This is a very favorable comparison but it will take work and effort on everyone's part to maintain this record.

WE CANNOT STOP NOW—DO YOUR PART
AND WE WILL NOT STOP.

UNDERGROUND SECTIONS							<i>Man Hours</i>
	<i>Section Foreman</i>	<i>Mine</i>	<i>Section</i>	<i>Man Hours</i>	<i>Injuries</i>	<i>Per Injury</i>	
1.	W. B. Rae.....	Hanna	4, Section 1	19,509	0	No Injury	
2.	Frank Hearne.....	Hanna	4, Section 2	18,389	0	No Injury	
3.	John Traeger.....	Rock Springs	4, Section 1	16,107	0	No Injury	
4.	John Sorbie.....	Rock Springs	8, Section 4	15,757	0	No Injury	
5.	DeForest Nielson.....	Rock Springs	8, Section 7	15,757	0	No Injury	
6.	H. Krichbaum.....	Rock Springs	4, Section 2	15,099	0	No Injury	
7.	Anton Zupence.....	Rock Springs	4, Section 7	14,560	0	No Injury	
8.	Alfred Russell.....	Rock Springs	4, Section 5	14,511	0	No Injury	
9.	Chas. Gregory.....	Rock Springs	4, Section 6	14,476	0	No Injury	
10.	John Bastalich.....	Reliance	7, Section 5	14,476	0	No Injury	
11.	Ben Cook.....	Hanna	4, Section 3	14,259	0	No Injury	
12.	Joe Jones.....	Hanna	4, Section 4	14,098	0	No Injury	
13.	Harvey Fearn.....	Reliance	7, Section 4	13,930	0	No Injury	
14.	Lester Williams.....	Rock Springs	4, Section 8	13,524	0	No Injury	
15.	Ed. While.....	Hanna	4, Section 5	13,349	0	No Injury	
16.	Clyde Rock.....	Superior	C, Section 5	13,300	0	No Injury	
17.	Anthony B. Dixon.....	Superior	D, Section 6	13,286	0	No Injury	
18.	Reynold Bluhm.....	Rock Springs	4, Section 4	13,279	0	No Injury	
19.	Richard Haag.....	Superior	D, Section 4	13,265	0	No Injury	
20.	Leslie Low.....	Superior	D, Section 2	13,237	0	No Injury	
21.	Ben Caine	Superior	D, Section 5	13,230	0	No Injury	
22.	Wm. Lahti.....	Superior	D, Section 1	13,181	0	No Injury	
23.	Thos. Overy, Jr.....	Rock Springs	8, Section 13	13,167	0	No Injury	
24.	James Hearne.....	Hanna	4, Section 7	13,160	0	No Injury	
25.	Andrew Spence.....	Winton 3 & 7½,	Section 1	13,132	0	No Injury	
26.	Carl A. Kansala.....	Superior	C, Section 2	13,118	0	No Injury	
27.	Jack Reese.....	Reliance	7, Section 2	13,104	0	No Injury	
28.	Dan Gardner.....	Superior	D, Section 3	13,083	0	No Injury	
29.	Wm. S. Fox.....	Superior	C, Section 3	13,055	0	No Injury	
30.	John Krppan.....	Winton	1, Section 8	12,971	0	No Injury	
31.	Clifford Anderson.....	Superior	C, Section 4	12,915	0	No Injury	
32.	John Peternehl.....	Winton	1, Section 3	12,852	0	No Injury	
33.	A. M. Strannigan.....	Winton 3 & 7½,	Section 3	12,845	0	No Injury	
34.	Pete Marinoff.....	Winton	1, Section 5	12,817	0	No Injury	
35.	Robert Stewart.....	Reliance	7, Section 1	12,789	0	No Injury	
36.	Adam Flockhart.....	Superior	C, Section 1	12,747	0	No Injury	
37.	Geo. L. Addy.....	Sup. D. O. Clark,	Section 1	12,719	0	No Injury	
38.	James Harrison.....	Hanna	4, Section 8	12,663	0	No Injury	
39.	George Harris.....	Winton	1, Section 7	12,663	0	No Injury	
40.	Arthur Jeanselme.....	Winton	1, Section 4	12,656	0	No Injury	

41.	Sylvester Tynsky.....	Winton	1,	Section 6	12,565	0	No Injury
42.	Julius Reuter.....	Reliance	1,	Section 9	12,425	0	No Injury
43.	Gus Collins.....	Hanna	4,	Section 9	12,355	0	No Injury
44.	Wilkie Henry.....	Winton	1,	Section 1	12,236	0	No Injury
45.	George Wales.....	Hanna	4,	Section 6	12,222	0	No Injury
46.	John Zupence.....	Rock Springs	8,	Section 2	12,180	0	No Injury
47.	John V. Knoll.....	Winton 3 & 7½,		Section 4	11,900	0	No Injury
48.	Sam Canestrini.....	Reliance	1,	Section 4	11,893	0	No Injury
49.	Robert Maxwell.....	Reliance	1,	Section 3	11,662	0	No Injury
50.	Frank Silovich.....	Rock Springs	8,	Section 10	11,662	0	No Injury
51.	Sam Evans.....	Reliance	1,	Section 7	11,557	0	No Injury
52.	Hugh McLeod.....	Reliance	7,	Section 6	11,515	0	No Injury
53.	Joe Botero.....	Winton 3 & 7½,		Section 9	11,501	0	No Injury
54.	Geo. Blacker.....	Rock Springs	8,	Section 14	11,417	0	No Injury
55.	Shadow Bacskey.....	Reliance	1,	Section 5	11,375	0	No Injury
56.	Milan Painovich.....	Rock Springs	8,	Section 9	11,221	0	No Injury
57.	John Valco.....	Winton 3 & 7½,		Section 8	11,137	0	No Injury
58.	W. H. Buchanan.....	Reliance	1,	Section 6	11,018	0	No Injury
59.	Matt Marshall.....	Rock Springs	8,	Section 5	10,948	0	No Injury
60.	Chas. Kamps.....	Sup. D. O. Clark,		Section 7	10,892	0	No Injury
61.	Thos. Whalen.....	Sup. D. O. Clark,		Section 10	10,892	0	No Injury
62.	H. G. Thomas.....	Reliance	1,	Section 10	10,822	0	No Injury
63.	Richard Arkle.....	Sup. D. O. Clark,		Section 2	10,689	0	No Injury
64.		Winton	1,	Section 9	10,689	0	No Injury
65.	R. C. Bailey.....	Winton 3 & 7½,		Section 10	10,626	0	No Injury
66.	Dave Wilde.....	Rock Springs	8,	Section 12	10,535	0	No Injury
67.	Dominic Martin.....	Sup. D. O. Clark,		Section 8	10,395	0	No Injury
68.	A. L. Zeiher.....	Reliance	1,	Section 14	10,346	0	No Injury
69.	George Sprowell.....	Winton 3 & 7½,		Section 6	10,262	0	No Injury
70.	Eliga Daniels.....	Rock Springs	4,	Section 3	10,017	0	No Injury
71.	Marlin Hall.....	Sup. D. O. Clark,		Section 9	10,010	0	No Injury
72.	Basil Winiski.....	Sup. D. O. Clark,		Section 5	9,905	0	No Injury
73.	Frank Berardi.....	Winton 3 & 7½,		Section 7	9,898	0	No Injury
74.	Evan Thomas.....	Rock Springs	8,	Section 3	9,604	0	No Injury
75.	Roy Huber.....	Sup. D. O. Clark,		Section 4	9,380	0	No Injury
76.	E. Overy, Sr.....	Sup. D. O. Clark,		Section 6	9,233	0	No Injury
77.	Chas. Grosso.....	Reliance	1,	Section 1	9,044	0	No Injury
78.	Paul B. Cox.....	Sup. D. O. Clark,		Section 11	8,974	0	No Injury
79.	Wm. T. Sharp.....	Sup. D. O. Clark,		Section 12	8,911	0	No Injury
80.	Wm. Benson.....	Reliance	1,	Section 8	8,323	0	No Injury
81.	Alex Easton.....	Reliance	1,	Section 2	7,931	0	No Injury
82.	Lawrence Welsh.....	Winton 3 & 7½,		Section 5	7,273	0	No Injury
83.	Harry Faddis.....	Reliance	1,	Section 11	7,126	0	No Injury
84.		Superior	C,	Section 7	6,783	0	No Injury
85.		Winton	1,	Section 2	4,361	0	No Injury
86.		Sup. D. O. Clark,		Section 13	3,710	0	No Injury
87.		Reliance	7,	Section 8	3,626	0	No Injury
88.	H. A. Wylam.....	Sup. D. O. Clark,		Section 14	2,968	0	No Injury
89.	M. J. Duzik.....	Reliance	7,	Section 3	1,400	0	No Injury
90.	R. J. Buxton.....	Rock Springs	8,	Section 1	30,338	1	30,338
91.	Chester McTee.....	Rock Springs	4,	Section 9	15,953	1	15,953
92.	L. Rock.....	Superior	C,	Section 6	14,007	1	14,007
93.	B. W. Grove.....	Reliance	7,	Section 7	13,874	1	13,874
94.	F. L. Gordon.....	Sup. D. O. Clark,		Section 3	13,734	1	13,734
95.	Pete Glavata.....	Rock Springs	8,	Section 6	13,139	1	13,139

96.	Thos. Rimmer.....	Hanna	4,	Section 10	12,803	1	12,803
97.	Angus Hatt.....	Rock Springs	8,	Section 11	12,642	1	12,642
98.	John Cukale.....	Rock Springs	8,	Section 8	12,432	1	12,432
99.	Homer Grove.....	Reliance	1,	Section 12	12,327	1	12,327
100.	James Herd.....	Winton 3 & 7½,		Section 2	11,599	1	11,599

OUTSIDE SECTIONS

Section Foreman	District	Man Hours	Injuries	Man Hours Per Injury
1. Thos. Foster.....	Rock Springs	91,303	0	No Injury
2. Port Ward.....	Superior	76,356	0	No Injury
3. E. R. Henningsen.....	Hanna	72,484	0	No Injury
4. William Telck.....	Reliance	52,654	0	No Injury
5. R. W. Fowkes.....	Winton	47,313	0	No Injury
TOTAL ALL SECTIONS, 1939.....		1,533,407	11	139,401
TOTAL ALL SECTIONS, 1938.....		1,403,072	16	87,692

June Injuries

JOHN TITMUS, *English, age 59, married, pit car loader man, Section No. 1, Rock Springs No. 8 Mine.* Fracture of os calcis, left foot.

Mr. Titmus and his partner had just about finished the inside entry stump, the pillar being holed through to the cave where they were working. The coal which they were shoveling was loose and slanting away from them at the top. A piece of loose rock from the cave slid down the coal pile and struck him on the left foot.

There is always danger of gob rock's falling when it is exposed and only extreme care will prevent injuries from this cause.

ARTHUR J. TIRRE, *American, age 30, faceman, Section No. 2, Winton No. 7½ Mine.* Multiple fracture of left scapula.

This place was being driven through an entry chain pillar. The face was nearly cleaned, about a car and a half remaining in the right corner. The three men were on the right side of the pan line, shoveling the loose coal into it, Mr. Tirre being the farthest from the face. A large piece of coal broke out of the rib, turned over on the loose coal and struck him.

The coal in this place is about nine feet high and it is necessary that the ribs as well as the top be sounded.

Garden Contest

THE latter part of the month, when the flower beds are at their best, and prior to the annual visitation of Jack Frost, also when garden vegetables should be sufficiently matured, our growers may expect the customary visits from the judges, who will pass upon the beauty or merits of their offerings.

If our flower-growing public witnessed the colored movies of the 1938 flower and garden contests at the Old Timers' building the evening of June 17th, or the following week at the Rialto Theatre, it must have caused their chests to swell

with pride. Never did your columnist receive such a thrill as upon the occasion these garden-contest films were screened—in fact, they were witnessed by him at least three times.

So many beginners in the different districts have appeared in the offing that we look for new faces and names to head the list of winners, at least in some of our mining towns. So it behooves all to attend to sprinkling, culturing, keeping out the weeds, etc., if one figures on "being in on the money."

The awards are \$15, \$10, and \$5, in each district, the same as in former years—and they should stimulate interest in this wonderful avocation.

Birth certificates of the Alabama State Department of Health record some odd and freakish names as per a brief story in the New York Times under the signature of John M. Gibson, of Montgomery, Alabama:

Strawberry Commode, Coming Hard Times Smith, Cash Money, Sunday Night Supper, Please James, Green Kidd, Sparkle Flint Rock, Green Berry Bush, Golden Day, Icie Cream, Classee Kidd, Radio Blair, Violet Ray, Live Long.

Also Cleoporia Manilla Turner, Cephas Salary, Piece o' Cake Johnson, Laxative Jones, Castoria Green, Samuel God-Be-Here, Semi-Colon Divinity Duke, Wavey Cotton, James Thomas Cheatham (whose death certificate was marked "shot to death in dice game"), Jewel Box, Minnie Lies, Patta Pigg, Louie Olooloo Vaughan, Shady Hill, Fannie Vice, Supper Moore, Easter Cotton, Will Hoecake, Calla Lily, C. C. Camp, Early Walker, Lousy Sparks, Ivory Brown, Ima Fogg, Love Lee, Boo Boo Walton, Magnolia Hill, Easter Coats, Pink Herring, State and Rabbit Montgomery.

Kent—What a nifty straw hat. Where did you get it?

Bailey—I picked it up at Johnson's.

Kent—I don't know the place. Is it a clothing store or a restaurant?

"Sonnets to a Wife"

IN casting about among our book shelves for a choice for the month's poetry, we found a small volume of sonnets, seventy in number, written by Ernest McGaffey, first published in the ST. LOUIS MIRROR and later put into book form in 1905.

Mr. McGaffey was born in Ohio in August, 1861, and for several years he was a contributor in prose and verse to Chicago newspapers, afterwards serving the CHICAGO AMERICAN as critic in this paper's Saturday literary edition. He also served as private secretary to Carter H. Harrison, Mayor of Chicago. Mr. McGaffey published "Poems of Gun and Rod" (1892); "Poems" (1895); "Poems of the Town" (1900); and "Sonnets to a Wife" (1901).

There is an exquisite beauty in these little sonnets; they express the joy of living, the pleasure of remembrance and confidence in the future. Space denies reproducing but a few of the seventy, and we hope that those of our readers who have but recently married as well as those to whom years of married life have not destroyed the remembrance of their younger years, will find them worth reading—perhaps remembering.

"LIFE AT ITS BEST"

"Life at its best is but a troubled sea;
The ship is launched with snowy-spreading sail
To face the reefs, the billows and the gale.
And meet the perils that are yet to be.
The shore she left fades dimly in the lee
And on the beach the forms and faces fail;
Come what come may, or rain or sun or hail
The ship glides on, the mariner is free.

"But Ah! what joy when backward o'er the foam
From stress of storms and far, unfriendly lands,
Held in the hollow of the sky's vast dome
To mark at last the well-remembered sands;
To know once more the harbor of a home
And welcome of a woman's outstretched hands."

"BOOKS"

"Tomes from dull minds I oftentimes have read
And disquisitions of the great and wise,
And sought to learn the secrets of the skies
On wintry nights with starry scripture spread;
Through labyrinthian passage have I sped
Of romance and of deeds of high emprise,
But nothing found compared to your dear eyes
Nor poems like to what your lips have said.

"To read a woman in the higher sense
Is quite beyond the power of men's wit;
Who says he does is made of vain pretense,
And never can by wisdom benefit.
Her look is more than spoken eloquence—
Her voice the sweetest lyric ever writ."

"RECOLLECTIONS"

"To conjure up old memories; to say,
'Do you remember that in such a June,
An orchard oriole sang us a tune
Melodiously from out a branching spray
Of leafy denseness; or on such a day
We saw the silver spectre of the moon
Long after dawn, and nearing unto noon.
A merest wraith of sickle gaunt and grey?"

"These are love's echoes, faintly heard and fine
But ever-present, never dim nor mute,
That you and I in comradeship do share;
Sweet symphonies that breathe a sense divine
Like misty chords that linger by a lute,
Though all the silver strings are shattered
there."

"TO MY WIFE"

"I as an actor, have played well my part,
Not showing how the sons of men I scorn;
Those shriveled, greedy souls who crave the corn
The oil and wine, the treasures of the mart;
Deep in my soul I burn the flame for Art
As one who was a lyric poet born,
As one who leads a singer's hope forlorn
Yet with unshrinking and unconquered heart.

"I can exist on what a Spartan can;
Endure as granite; smile when friends do fail;
Face Poverty, and see the years grow stale
Or bide my time with any sort of man.
Full in the teeth of Fate I fling the glove—
Come age, come death, while I have you my
love!"

"SISTERHOOD"

"All women born are sisters; low or high,
Good, bad, indifferent or how you name
Your silk-beruffled and most haughty dame
Whose gilded carriage rumbles slowly by,
Your drunken courtesan with hair awry,
Barred, marred and scarred by branding irons
of shame.
Lo! in their childhood they were all the same,
And have no false distinctions when they die.

"Oh! sisters, to your own sex most unkind
How will it fare you when you waste your
breath
And sink like bubbles in the sea of Death,
If to your sisters you were deaf and blind?
Remember His forgiveness, which sufficed
For Magdalen, who washed the feet of Christ!"

"SPRING"

"The sleet drives sharply on the window-panes
And naked trees like scaffolds darkly stand;

The iron grasp of winter on the land
 Locks fields and streams in glittering icy chains;
 The north-wind wails in keen Polaric strains
 And dead leaves dance a ghostly saraband,
 While cloud-fleets dim, by shapes fantastic
 manned
 Sail westward where the sunset coldly wanes.

"But by the blaze of our red-glowing grate
 We see beyond the armored line of eaves,
 And mark the flashing of a flicker's wing;
 And violets in the blue flames seem to wait,
 While shining through a mist of emerald leaves,
 Beckons and laughs the sweet, fresh face of
 Spring."

"TACT"

"A woman's crowning glory is her tact,
 The art of knowing when and what to say;
 When to be grave, indifferent, or gay,
 And seem so charming in her every act
 That, as a magnet, she will men attract
 And easily compel them to her sway.
 So shall she rule, or golden hair or gray,
 The subtlest type of womanhood in fact.

"For tact is more than beauty, more than wit,
 Akin to genius, and the sum of all
 Which makes the woman who is blessed with it
 A Queen by right, in hovel or in hall;
 Sweet as the honeyed lines by poet writ
 And true as rings the wild-bird's madrigal."

"STEADFASTNESS"

"We will not dread the future nor the past.
 There is enough to live for day by day,
 Time and to spare for either work or play
 And the long slumber coming at the last;
 God and Eternity are much too vast
 To fret us while we linger by the way.
 Sometimes we shall be sad, and sometimes gay,
 But heart with heart, and hand in hand stand fast.

"Let others seek the solace of the shrine
 Under the gilded and inscribed dome
 That shuts from sight the far blue heavens
 above;
 For us the essence of the true divine,
 The human joys that touch and sweeten home—
 And that denied the angels—which is Love."

Mr. McGaffey did not perhaps win immortal fame with his poesy. That gifted yet unfortunate genius William Marion Reedy, who gave so many midwestern poets and writers their first real encouragement said of the seventy sonnets, "They are sweet and clean and strong. They are the glorification of womanliness as, taken all in all, the finest thing in this, the only world we know. * * * They may not appeal to the taste that invariably prefers 'Madam Bovary' to 'The Vicar of Wakefield,' but they will touch tenderly, and not the less surely, the hearts of all."

Comparative Fuel Tests

Requests continually pour into the Department of Agriculture, Bureau of Home Economics, for information as to the relative difference in various types of household equipment. The following information has been obtained from tests of different fuels. It has been found that an insulated coal range may be maintained for a year on approximately 1.6 tons of coal, with continuous heat night and day. In addition, it will keep at, or just under, the boiling point, 12 gallons of water. The standard boiling test gave a speed of 8½ minutes for bringing two quarts of water from 70 degrees Fahrenheit to the boiling point. Out of thirty-four cooking processes involved in a week's menus, twenty-three proved faster on the coal stove than on either gas or electric ranges. For instance, coffee required about one-third the time needed on gas and electric stoves. A new type coal range equipped with insulation does not appreciably heat the room and provides the higher rate of speed in cooking. It also excels in the cooking of foods requiring long, slow cooking, due to the provision of a second oven with a steady temperature of approximately 250 degrees.

A test made on a low-priced gas range intended for use in low-cost housing developments showed a steady maintenance of temperature for any given setting of the thermostat with a variation of only 2 degrees Fahrenheit, over an interval of one hour. The oven required 20 minutes for a rise of temperature of 440 degrees. It was found that the surface units averaged 14 minutes, 4 seconds to bring two quarts of water from 70 degrees to the boiling point.

The Bureau of Home Economics contemplates a further extensive study of comparative cooking fuels.

The typewriter in the drafting room recently suffered the loss of the letter "f," which instigated the following suggestion found in the suggestion box:

The elimination of delay in typing letters on machines with missing f's can be achieved by substituting the letters "ph." We assume that correspondence in which this suggestion is used would read something like this:

Dear Mr. Phlanagan,

Yours oph the phirst received. We are all pheling phit as a phiddle, and this ophphice is looking phorward to a phriendly visit phrom you at the phirst opportunity.

Your phriend,
 Philip Phuller.

Boy Friend: "Say, who's that dumb-looking guy that drives your car around, and works in the garden? I notice he always gives me a nasty look when I come in."

Girl Friend: "Oh, don't notice him! That's just father."

• Engineering Department •

Coal Tar Derived From Coal, and its Uses

Data Collected by C. E. SWANN*

COAL Tar is the viscous, oily fraction of the liquid distillates obtained in the manufacture of coal-gas, or of coke, by the destructive distillation of bituminous coal at 900 to 1,200 degrees Centigrade. Many factors affect both the yield and composition of the tar, particularly the class of coal carbonized, the type of retort setting used, the temperature at which the coal is heated, and the manner in which the heat is applied. The tars obtained when coal is distilled in horizontal retorts for the production of either gas or coke are sufficiently similar to be classed under the heading of coal tar.

In the manufacture of gas, the coal is often mixed with hoghead shale, bituminous lignite, etc., the gas being thereby enriched. The tar is, however, of less value, being mixed with paraffins, which make the purification of tar products much more difficult. Also, by the substitution of vertical for horizontal retort settings, a tar is obtained which differs in some respects from ordinary coal tar. This new tar is thinner, owing to the presence of paraffinoid substances, contains a higher percentage of tar acids, and, on distillation, yields much less pitch than tars from horizontal retorts. The yield of tar from vertical retorts is slightly higher, and the amount of free carbon (i. e., residue insoluble in benzene) is much smaller. These variations from "normal" tar are due to the fact that many of the products of distillation are removed from the reaction chamber before the coal has reached its final high temperature. Vertical retort tar, therefore, has some of the characteristics of low-temperature tar. Owing to the increasing use of vertical retorts, two types of tar have to be considered as commercial products. The effect of temperature of carbonization on the yield and composition of tars is very marked. The product commercially accepted as coal tar is, therefore, that derived from the carbonization of bituminous coal in horizontal retorts at 900 to 1,200 degrees Centigrade, where the primary object is the production of coal-gas or coke. In either case, the tar is a by-product of the operation.

Coal tar, a thick, black, oily liquid, is obtained with ammoniacal liquor when the volatile products of the carbonization of coal are cooled. On settling, the distillate separates into two layers, and the aqueous ammoniacal liquor is drawn off from above

the tar. The latter, however, mechanically retains approximately 4 per cent of aqueous liquor which is very troublesome in subsequent distillation. The average yield of tar is 10 gallons per ton of coal carbonized, or 5 per cent by weight. All tars contain so-called "free carbon," which, although resembling amorphous carbon, always contains hydrogen. The constituents of coal tar are almost wholly aromatic in character, comprising hydrocarbons of the benzene, naphthalene, and anthracene series, oxygenated compounds including carbolic acid and other substances, mostly basic and belonging to the pyridine and quinoline series, and in lesser degree compounds containing sulphur, etc. Several hundred entities have been identified in tar, less than 200 have been estimated, and not more than 100 have been isolated; commercially, it is profitable to isolate in the pure state only a few of these.

The most general characteristic of tar is the occurrence in it of naphthalene, which may represent as much as 10 per cent of the crude tar, and is the predominant constituent. Benzene and many other constituents; the amount of any one of these substances rarely exceeds 1 per cent. Valuable as these compounds are, from an industrial and commercial point of view, as distinct from that of the organic chemical industry itself, the various crude products obtained from tar are of equal if not greater importance. These coal-tar "crudes," including benzols, toluols, solvent naphtha, heavy naphtha, cresylic acid, creosote, heavy bases, anthracene oil and pitch, form the various "fractions" or can be easily prepared from these fractions, when the tar is distilled.

Whether crude or refined products are required, straight distillation is the industrial method of dealing with the crude tar. It is very seldom, however, that all of the above fractions are collected in any one distillation, the crude products required being dependent on fluctuating demands or on the particular purpose for which tar is distilled. Thus, if tar for road making is the object, the anthracene oil fraction is not collected, but left in the still with the pitch. Again, the crude benzols boiling up to 110 degrees are sometimes collected separately instead of being run with the light oil up to 180 to 200 degrees Centigrade. In a preliminary distillation of tar, the following fractions are usually collected: crude naphtha, light oil, crude carbolic

*Information from Encyclopedia Britannica.

oil or light creosote, heavy creosote, anthracene oil and pitch. These fractions are more or less standard, but rearrangements in the cutting points are to be expected as research develops new applications for certain constituents.

REFINED PRODUCTS

Although the number of pure products isolated commercially is small, their value can hardly be assessed. Many industries are largely dependent on these few substances either directly or indirectly. In fact, the majority of the industrially important organic chemicals are prepared from five constituents of tar. Naphthalene is one of the main starting points in the manufacture of intermediates for the important dyestuff industry, while from anthracene springs the whole of the anthraquinone series of vat colors, and also the mordant dyes of the alizarin group.

The pharmaceutical use of coal tar products takes its place in the front rank, not so much because of the amount of material used, which is comparatively small, but on account of its importance in the prevention and suppression of disease. As antiseptics, antipyretics, hypnotics, anaesthetics, etc., the derivatives of benzene, toluene and phenol particularly have received wide and successful application. Further, the growth of synthetic organic chemistry from coal-tar products has enabled the medical profession to fight a winning battle against bacteria and trypanosomes. The value of these specialized applications of tar products lies not in finance, or in economics, but in their significance in human affairs.

Toluene and phenol are, respectively, the starting points for two well-known explosives, T. N. T. and picric acid, while the World War led to the manufacture of "tear-gas." Another important industrial development is the manufacture of synthetic resins. Derivatives of tar products have had successful application as rubber accelerators. The manufacture of perfumes, the photographic industry, and the synthetic organic chemical industry employ large quantities of the pure constituents of coal tar. An interesting development is the manufacture of solvents, especially for fatty oils, waxes, gums, resins, etc. They are used in soaps, pastes and polishes, and in certain varnishes and lacquers.

CRUDE PRODUCTS

In addition to the value of the pure constituents isolated from the tar, there are products obtained by distillation which have far-reaching technical and industrial uses, and which are consumed in quantities many times greater than all the pure products combined. The coal-tar industry is indeed dependent on the commercial usefulness of the "crudes," i. e., the distilled fractions and the residue, which together amounts to 10 per cent of the tar. The following are some of the most important applications of tar and its crude distillates. Commercial application of crude tar is somewhat restricted, as in most processes, the presence of water is detrimental. In the crude state,

however, tar is used as an anticorrosive paint in the protection of iron, wood, brick and stone work against atmospheric conditions. This application is particularly useful in large manufacturing works, where iron-work is exposed to an acid atmosphere. As a preservative, the crude product is used in the tarring of ropes and other accessories in ships.

By far the widest application is in the surfacing of roads and binding of macadam, granite chips, or wood blocks. For this purpose, the crude tar is "prepared" by distillation up to the point when the creosote oil begins to distill. The residue in the still, consisting of pitch dissolved in the heavier oils of the tar, constitutes road tars. Prepared tars, or tars from which the water and more volatile oils have been removed, can be regarded as soft pitch.

In the distillation of tar, the residue in the still is pitch constituting from 50 to 60 per cent of the original tar. Until the modern demand for road tar developed, this pitch formed the most valuable fraction of the tar commercially. It is used chiefly as a binder for small coal in the preparation of briquettes.

Crude benzols are used extensively as a solvent in the paint and varnish trade. Solvent naphtha is used in the composition of grease and oil removers. Heavy naphtha is used in outdoor lamps. Anthracene oil is a component part of grease for lubricating wire ropes used at the mines. Light creosote is used in the manufacture of disinfectants, sheep dips and timber preservatives. Creosote oils provide excellent fuels for oil-burning engines of the Diesel and semi-Diesel type.

There are many other uses for coal tar and coal-tar derivatives, but those enumerated show the intrinsic values which are found in this by-product of coal.

Monument Erected to Esther Morris

A monument honoring Esther Morris, who sponsored in Wyoming the world's first woman suffrage law, was unveiled July 6th at South Pass, Wyoming.

In her dedicatory address, Miss Esther L. Anderson, state superintendent of public instruction, extolled the New York-born woman's achievement of winning recognition for women's rights in a rugged pioneer territory.

The Wyoming territorial legislature passed the suffrage law as its first act in 1869. Wyoming retained suffrage when it became a state 21 years later.

Mrs. Morris also is recognized as the first woman in the United States to serve as a judge. She was a justice of the peace in South Pass City, located about 40 miles south of Lander, for nine months in 1868-69.

High Bidder: "Why don't you get a car for your wife?"

Low: "I can't find anybody willing to exchange his car for my wife."

• *Of Interest to Women* •

Choice Recipes

RHUBARB AND RAISIN PIE

Two cups rhubarb cut into inch-length pieces. One cup seeded raisins, 2 tablespoons flour, 2 tablespoons butter, 1 cup sugar, 2 eggs. Simmer rhubarb and raisins in water to cover until the rhubarb is tender. Strain and thicken the liquid with blended flour and butter. Add sugar and well-beaten eggs. Mix well, then add cooked rhubarb and raisins. Pour into a baked pie shell and serve when cold.

TUNA FISH PIE

Line a deep baking dish with pie crust. Make a cream sauce of 1 tablespoon butter, 1 tablespoon flour, 1 cup milk, salt and a dash of cayenne. Into this stir the contents of 1 large can white tuna-fish, 1 teaspoon minced onion, 1 tablespoon minced green pepper, 3 finely chopped hard-boiled eggs.

Cool and pour into crust-lined baking dish. Cover with top crust and bake in a hot oven until crust is nicely browned.

VELVET MUFFINS

A particularly lovely muffin. Cream together 1 tablespoon sugar and 2 tablespoons butter. Add the beaten yolks of 2 eggs mixed with 1 cup sweet milk. Now add 1 quart wheat flour sifted three times with 2 teaspoons baking powder and $\frac{1}{2}$ teaspoon salt and beat until salt is dissolved. Fold in stiffly whipped egg whites, pour into greased muffin tins and bake in a hot oven.

HAM, POTATOES AND ONIONS

Place a thick slice of ham, weighing about 2 pounds, in a double roaster. Slice raw white potatoes over the top until ham is well covered. Sift one-half cup flour over this and then slice 2 large onions over the top. Pour in milk to cover all, place lid on roaster and bake in a slow oven for an hour. A delicious all-in-one dish for the home dinner.

CREAMED MACARONI

A different way of serving this vegetable when you wish to avoid lighting the oven. Break the macaroni into short lengths and cook in boiling, salted water until tender. Make two cups cream sauce, season with onion juice, salt, pepper and one cup grated cheese. Drain macaroni and place in a heated vegetable dish. Pour sauce over the macaroni sprinkle with extra grated cheese and minced parsley and serve immediately.

TOMATO FRITTERS

Unusual and delicious. Boil down 1 quart tomatoes to a pint and then cool. Add the yolks of two eggs, one teaspoon salt, one-half teaspoon pepper and enough fine breadcrumbs to make a stiff batter. Drop by spoonfuls into deep hot fat and fry until brown. Drain on brown paper and serve, garnished with sprigs of watercress.

LIVERWURST

Remove skin from $\frac{1}{2}$ pound of liverwurst, mash. Add 2 tablespoons mayonnaise, 1 tablespoon lemon juice and a dash of pepper. Use as a spread for crackers or thin pieces of toast.

Styles in Furniture

AT this time of the year, furniture styles for the coming season are forecast by the semi-annual Furniture Mart Exhibits by manufacturers the country over and give an extensive view of American furniture of today and tomorrow. Designed for the trade, these exhibits provide an excellent opportunity to obtain an advance impression of the styles the department stores and furniture shops will soon be showing.

Conservatively clinging to his own traditions, the average American evidently still prefers colonial styles in his home. The newer versions follow even more closely than before their antique models. These are fine, simple pieces, not the ornate types seen so much a few years ago, such as the elaborately carved Chippendale styles and the highly decorated French models, but chairs and chests and tables which gain elegance and beauty through good lines and satisfying details. Especially in favor is the Georgian period style, following fine London models made during colonial days.

For those who want variety in their period furniture, there are colonial regional styles. The Southern colonial, for example, while in the main influenced by the American Empire fashion, evolved its own quaint variations, such as the rocking bench and the mistress morning chair, the latter equipped with a wide arm to write on. New England, too, is adequately represented, one group being inspired by old Vermont pieces; low four-poster beds with turned posts and quaint easy chairs. Picturesque, too, are the chairs, tables and dressers made in the style of those from the English Cotswold district. They are made of antique-finish maple, though, instead of oak, as a concession to the present popularity of maple.

Summer Fruit Dishes

SUMMER fruits offer you lots of pleasant meals. Their colors make the table gay, their textures are easy on hot-day palates. And you can prepare lots of fruit dishes in the cool of the evening and put them into the icebox for serving tomorrow, thus saving yourself work in the heat of the day.

Here's one, called Twenty-Four-Hour salad: Mix one cup each of seeded white cherries and diced pineapple, fold in one cup of cubed marshmallows and a third of a cup of shredded blanched almonds. Sprinkle with a little salt and a dressing, made like this: Beat two egg yolks with a quarter of a cup of granulated sugar and two tablespoons of flour, add three tablespoons of lemon juice and half a cup of water.

Cook slowly and stir constantly until a thick, creamy sauce forms. Cool and fold in half a cup of whipped cream. Combine with the fruit and let stand twenty-four hours. Stir several times with a fork.

CAN BE MADE EARLY IN DAY

Jellied fruit salads can be made early in the day and kept in the ice box for later serving. Stuff peach-halves with cottage cheese and set them in partly congealed lime gelatin. Chill until firm. Or stuff pear-halves with yellow cheese balls and fill lemon gelatin mixture (partly congealed).

Frozen fruit salads are in a class by themselves. This salad supreme usually is preferred by women, but you should give the men a chance at it. Mix one cup each of cubed peaches, pineapple, pears and seeded red cherries. Pour in two tablespoons of lemon juice, half a cup of diced marshmallows, two-thirds of a cup of mayonnaise and one cup of whipped cream. Freeze four hours in a tray in a mechanical refrigerator and serve on lettuce, topped by a little more mayonnaise.

Activities of Women

WOMEN of Puerto Rico used more than \$50,000 worth of American perfumes and toiletries last year.

Mischa Belilovsky, when in London, met Beatrice Bond in the florist shop, where he went to buy an Australian carnation on Saturday nights. Romance blossomed and she went to Australia to marry him.

In recognition of the aid she has extended to sailors and waterfront workers over a period of fifty-four years, Mrs. Caroline A. Moore, known as "Mother Moore," has received the Gimbel award of \$1,000 as "Philadelphia's outstanding woman of 1938."

The widow of Rudyard Kipling has presented to the parish church at Burwash, Sussex, England, an altar frontal. It was made by the Warham guild from hangings with which Westminster Abbey was draped for the coronation.

Massachusetts' fight over "working wives" has threatened to develop into a "battle of sexes." The new twist came suddenly as a legislative committee prepared to hand down its report on bills designed to eliminate married women from state jobs.

Miss Mildred Willis of Otwell, Ind., an invalid who has been in bed seventeen years, keeps a record of all her visitors. During 1938 she had 1,570 visitors from seventeen states. The oldest was 81, the youngest 13 days.

A recent census showed that women in Russia would rather be 30 than any other age. In many sections 30-year-olds outnumbered twenty-niners ten to one. Polite officials attempt to confirm these ages.

In war or peace, a wife in Italy with one child will receive daily five and one-half lire, roughly 28 cents, from the government while her husband is carrying a gun, under a law recently passed. For each additional child she gets eight cents.

Dr. Grace Abbott, famed social worker who headed the United States children's bureau from 1921 to 1934 died June 19th, 1939.

Suffering from anemia, she had been confined to a hospital for more than a week.

After resigning as director of the children's bureau she became professor of public welfare administration at the university.

Miss Abbott's career as a welfare worker was a 30-year fight against infant and maternity mortality, child labor, and juvenile delinquency.

Miss Zinayida Troitzkaya of Moscow, Russia, earned government approval for organizing an instruction course for women locomotive engineers after she and two other women ran a Moscow-Leningrad train in one hour and seventeen minutes less than its scheduled time.

Pearl Buck, who won the 1938 Nobel prize for literature, is the second woman (the first was Norwegian Sigrid Undset), the third American (others were Sinclair Lewis and Eugene O'Neill), and one of the youngest writers to win the coveted award.

Light Snacks for Hot Summer Weather

A snack and a long, cooling drink—that's the refreshment ticket which receives the most votes come summer. So here we are with some swell easily made spreads that are designed to be popped onto a crisp cracker for a tasty bite. Some recipes are for spreads and crackers to be placed under the broiler for extra flavor.

CRABMEAT SPREAD

Crabmeat spread is always good and here is one that is supergood! It is made with one-half cup thick white sauce, teaspoon onion juice, teaspoon

Worcestershire sauce, one-fourth teaspoon dry mustard, one cup flaked crabmeat and grated American cheese. Add onion juice, Worcestershire, mustard and crabmeat to the white sauce.

Head a small portion on a crisp, slightly salted cracker. Mix the grated cheese with a little butter and a dash of Worcestershire sauce. Form into tiny balls and place one on top of crabmeat-spread crackers. Toast under low-heat broiler until cheese is melted.

BAKED CHEESE

Baked cheese is another refreshment morsel that you will wish to serve. Combine one-third cup softened butter, one-half cup grated American cheese, one-half teaspoon dry mustard and one-half teaspoon Worcestershire sauce. Spread on crackers. Bake in 350-degree F. oven for five minutes or until browned.

PEANUT BUTTER BACON

Peanut butter bacon is the grand name for a grand snack. Soften one-half cup peanut butter with two tablespoons catsup. Spread on crisp, salty crackers. Cut bacon strip in quarters and arrange on piece of bacon on each cracker. Set under broiler, heat until bacon is crisp and serve at once.

CREAM CHEESE SPREAD

For a cream cheese spread, mix one package cream cheese, one teaspoon minced olives, one-half teaspoon anchovy paste and one-half teaspoon Worcestershire sauce. Chill and serve on crackers.

TASTY SPREAD

For a tasty spread, remove skin from eight ounces liver sausage and mash. Add two tablespoons mayonnaise, tablespoon lemon juice and a dash of pepper. Spread on crackers. Another spread is made by draining an eight-ounce tin of sardines, and then mashing the fish. Add tablespoon lemon juice and two tablespoons prepared mustard. Spread on crisp crackers.

Household Hints

If you have used the last drop of silver polish and you just must freshen up your bureau silver for company, use a little of your tooth paste on a soft cloth and it will clean beautifully. Rub to a polish with a clean cloth.

After a hard day's housework, clean your hands by pouring a tiny teaspoonful of olive oil in the palm of your hand and the same amount of soft sugar. Rub well in before washing in soapy water.

Jam will not burn even when quickly boiled if the preserving pan is first rubbed with olive oil. And a teaspoonful of glycerine to every pound of fruit—added just before the jam is ready to be put in the jars—will help it to set better and make it clearer.

Try stitching a tuck on the wrong side of the hem when making your girlie's new dress. This can be unstitched when the child grows, and is much easier than letting down the hem.

Old wicker and cane chairs often become limp as well as dusty and dirty. To renovate them, scrub them with hot soda water to which a handful of coarse salt has been added. Leave to dry in the sun or wind. This will tighten up any sagging parts and make them fresh as new.

Unless storm doors and sash are carefully stored when taken down in the spring they will not be in condition for use in the fall.

Such equipment should be laid flat so that it can be refitted snugly in the frames and it should be stored in a dry, well ventilated place to prevent swelling and subsequent shrinking and warping. Also, storm doors and sash should not be placed against basement walls or floors.

A special storage room in the attic, basement or the upper part of the garage affords a solution to the problem of space for such equipment.

In the winter screen and awnings may be stored in such a specially provided space. If located in the garage or basement, garden equipment may also be kept there when not in use.

TO LUBRICATE BEATERS—Glycerine is better than oil for lubricating egg beaters, meat cutters and juice extractors. It is tasteless and harmless.

TO KEEP LEATHER SOFT—Leather in shoes, traveling bags, furniture, etc., may be kept soft by rubbing briskly with castor oil.

WALL PAPER PASTE—A good wall paper paste can be made by mixing two parts of water with three parts of flour, by measure. Stir until lumps are gone and then boil for 10 minutes, stirring well. When cool, mix in two tablespoons of powdered alum for each gallon of paste.

If you are planning a real picnic in the woods, take the corn popper with you. It will hold frankfurters and any other small articles you wish to cook over the fire. The long handle protects you from the blaze and the lid of the popper holds the food securely.

LONG TIME

At school the first time, the small boy started to sob bitterly.

"What's the matter, Willie?" asked the teacher.

"Aw—I don't like school. And Mother says I've got to stay here till I'm fourteen."

"Don't let that worry you," said the teacher. "I've got to stay here till I'm sixty-five!"

• • *Our Young Women* • •

Fashion Notes

LOOKING ahead we see that sheared beaver maintains its high rating in fur fashions. A model ready for summer exploitation has a bolero and skirt effect with an insert of suede at the waist line which forms a tie at one side.

Top off a sheer black frock with a large black hat. A becoming model is black lace made with a wide brim and flat crown. Clusters of pink camelias appear above and below the brim.

Gray smoke drifts over the fashion picture as a popular shade. A delicious evening frock is of soft silk chiffon in this shade trimmed with flat bands of lace dyed to match and placed at the neck line, redingote front and hem.

A change from the usual travel coat silhouette shows a snug waist line, a skirt full and rippled. This is used in a wool plaided with green, dark red and brown on a beige ground. Pouch collar of blond lynx.

High Shoes!

PARISIAN shoe-makers are still trying to get fair feet back into high shoes. There are amazing examples of footgear. High soft bootees that fit the foot like a glove over the instep and flare above the ankle. Already models have footed their way over to this country and soon the American shoemaker's revamped edition of them will make a public bow. The great question is whether slim-ankled girls accustomed to open toed open-heeled sandals will take to them. The Autumn will tell.

Meanwhile, there's an interesting new development taking place in shoes. For some time past shoe men have been warning women against open-toed shoes in spite of the fact that they have sold them in unexpected quantities. Feet, they said, would grow longer. With due consideration for sensitive digits accustomed to Summer freedom, one designer has constructed shoes, with ample toe space, of the moccasin type, the sides being walled to hold them in place and keep the toes from pressing. These shoes are excessively good-looking. Some follow the Autumn trend to combine crocodile with calf or suede, the top being of one, the base of the other leather. They are just the thing for walking in town or country.

Among the suit shoes there's a grand innovation. One well-known designer makes it possible for you

to match your footwear to your costume. He has fashioned shoes of the step-in oxford type with cloth tops; these can be made of the fabric of your suit. We've seen them of calf and tweed, and very smart indeed they are. More dressed-up are gaiter-top shoes, the uppers being of elasticised gaberdine.

There's a reversion to shoes of the 1910 vintage, buckled pumps being the favored models. But they are done with modern streamlining. First of all, a snug fit is provided by elasticised sections at the sides. Next, the buckles are neatly modeled of the material of the shoe. The practical walking numbers are of calf and suede; fancier ones combine suede or antelope with faille, the vamp being of the leather. On smart afternoon shoes the buckles are edged with ruffled faille.

According to the expert shoe man interviewed, low heels are gaining ground. An interesting new type of medium heel is keg shaped. The Autumn colors in the order of their popularity are black, very dark brown, deep green and wine, though as yet but little interest has been shown in the latter.

Millinery

JULY witnessed in Paris the opening of the new millinery collections for Fall and Winter. For Fall, high crowns, lofty trims and berets—the last named in a large size being the most striking and novel. For Winter, the old-time rich, unusually luxuriant in trimming—ostrich plumes combined with bows or flowers or fastened to the hat with glittering jeweled pins. Large bows make whole hats—small ones cluster in numbers like butterflies about to alight.

Felt, velvet, hatters' plush, panne, antelope, taupe and long-haired beaver are smart Fall millinery materials. The all-marabou hats worn for evening last Winter are now featured for afternoon as well.

Black is important in Paris Fall hat showings. It is especially smart as a basis for colored trimmings. Many are noted in bi-colors. Colorful hats are also favored. Each modiste has her own individual color schemes, which should add unusual variety to the sometimes somber Autumn headscape.

One manufacturer is making a point of trimmed berets. The majority are small, easy to wear and very gay. Tiny crushable felt, forward-tipped berets are trimmed with several bows of ribbon and held on by ribbon bandeaux. One pretty model is in black felt trimmed with rose-red velvet ribbon. Another is all in dark wine-red felt for the beret, grosgrain for the bows. More sensational is a vivid green beret trimmed with pink velvet ribbon. A larger beret for dressy afternoon wear is in black antelope lavishly trimmed with black and royal-blue ostrich.

Your Poise

PERFECT balance and equilibrium of the body are possible only when one has the body weight evenly distributed on the ball and heel of the foot. The girl who has the languishing pose, holds one hip higher than the other, has her weight mostly on one foot, is doing about the best she can to ruin her figure and destroy grace of movement.

The next time you are in a social circle notice how differently women sit in their chairs. Some are hunched up, others have knees crossed, toes extended out into the room. Some confess affectation by draping themselves over the cushions. Silly, if you ask us.

SITTING PROPERLY WILL AID POSTURE

Sit far back in the chair. Keep the torso posed with easy erectness, by which we mean that the chest should be high and the spinal column straight without a sign of rigidity. Place your hands prettily on the chair arms or in your lap. Cross your ankles, if you wish, but not your knees. With skirts short one should forego that bad habit.

When rising don't heave yourself out of the chair. Even some of the light weights do that. Get onto your feet with lightness and agility.

Charming movements have so much to do with chic and good appearance that we wish to call the subject to the attention of the beauty class. With a little practice, rhythmic motions will become natural.

Dry Hair Needs Care

How is your spring permanent doing? If the ends of the hair are dry, don't fail to get a bottle of brilliantine and use it. If the hair is dry all over, friction a little of the brilliantine into the scalp.

Brush your hair well every night; that practice will make the hair shafts soft and fluid, should not weaken the fingerwave if it has been properly put in. Brushing removes surface dust, gives gloss to the glorious crown, has a vitalizing effect upon the scalp.

Use a narrow brush. It is easier on the wave lines than a wide one.

Lip covers to keep lipstick neat when changing clothes, and to protect the clothes from red, hard-to-wash-out stains are now available. Some of the dress shops have had them on hand to protect the stock from well-painted customers, and now they can be bought for use at home. Eight of them come in a small box to put in the drawer of the dressing table.

The latest prescription of French doctors for their convalescent patients is the "Dictionary of Medicine" just published by the French Academy of Humor. This academy, while not a part of the institute and composed mostly of non-scientific members recruited among the poets and script writers of the Montmartre cabarets, is endorsed as absolutely the latest authority in humorous medicine.

The dictionary, illustrated by the cartoonist Hemard, contains the most approved definitions of medical terms, which taken in small doses, are guaranteed to kill or cure. Some are as follows:

Autopsy—Eleventh-hour review.

Convalescence—Truce accorded by the doctor.

Cure—Suspended sentence.

Diagnosis—Suppositional fact.

Indigestion—Result of failing to run the whole race.

Nicotine—Poison that can be obtained without a prescription.

Suicide—Getting out before the station.

Tuberculosis—A Koch's crow announcing the Swan Song.

Boy Scout Activities

THE second week in June, some five thousand Boy Scouts joined in greeting the British sovereigns upon their visit to the White House at Washington. Singled out to present the royal couple with a goodwill scroll and the King with two neckerchief slides was Eagle Scout Fred D. Carl, Troop 15 of Washington, the wording of the scroll copied below:

MAY IT PLEASE

YOUR MAJESTIES

The Boy Scouts of America, with its membership of 1,289,746 boys and leaders, extend to

YOUR MAJESTY KING GEORGE VI

and to

YOUR MAJESTY QUEEN ELIZABETH

GREETINGS: On the occasion of your visit to The UNITED STATES OF AMERICA—June 8, 1939.

We are indebted to Lord Baden-Powell of Gilwell who in 1908 gave to the World Scouting for Boys. It was the Good Turn of an unknown British Boy Scout to an American traveling in London which resulted in the organization of the Movement in

(Please turn to page 322)

• • Our Little Folks • •

Riddles

Some evening when everybody's quiet, and perhaps glum, make yourself the "life of the crowd" by springing these brain ticklers. You will "wake them up," and have a good laugh on them besides:

1. What trade does the sun follow in the month of May? 2. Why does Uncle Sam wear red, white and blue suspenders? 3. What woman looks the same forward or backward? 4. What's a home without a mother? 5. Why does a tall man need to eat less than a short one? 6. What is always behind time? 7. When is a man greatly tickled but never laughs? 8. How many bushels of earth can you take out of a hole 3 feet square and 3 feet deep? 9. What is a small affair that comes off frequently? 10. Why should family washings be done on Saturday?

(See next column for answers)

Hard Jobs

Boys like to do hard things—things that make them feel big and important. But some boys only think they like to do hard things, and squirm when they have an opportunity to do them.

Now, here is a list of hard things for a boy to do: To apologize, to begin over, to be unselfish, to take advice, to admit error, to face a sneer, to be charitable, to keep on trying, to be considerate, to avoid mistakes, to be modest, to profit by mistakes.

Speed of Glaciers

The article copied below may prove of interest to some of our boy and girl readers who have visited Wyoming glaciers in Fremont County.

The speed of the Malaspina Glacier in Southeastern Alaska has been "clocked" at speed of one to two inches per hour by the joint expedition of the Harvard University and the National Geographical Society.

The speedometer consisted of a battery box surmounted by a black tube and a flash-light bulb, set up on the river of ice. With a theodolite set up on a spot beside the glacier the scientists sighted at the marker every three hours, using the black

tube as a marker by day and the lighted bulb by night.

By measuring the angles by which the marker had been shifted, it was found that the glacier surged forward from one to two inches an hour on fair days, and about half as fast in the rain.

The scientists also reported that it had discovered the glacier to be the point of outlet of an ice field 235 miles long, the largest ever discovered outside the polar regions.

Some time ago it was asserted that owl's eyes could perceive infra-red rays given off by the warm bodies of animals, thus enabling the predatory night birds to see their prey in the dark. The experiments were designed to test this assertion.

Electrical apparatus, hitched to the eye nerves of owls under suitable anesthesia, failed completely to register infra-red radiation, although it clearly recorded visible light when tested with an electric lamp. The excised eyes of freshly killed owls also proved unable to transmit infra-red rays.

The experimenters, Dr. L. Harrison Matthews of the University of Bristol and Dr. Bryan H. C. Matthews of Cambridge University, therefore report to *Nature*, British science journal: "Our experiments lend no support to the view that the owl can see a small animal in darkness by its own infra-red radiation."

ANSWERS—1. Mason (May sun) 2. To hold his—aw—well, you know. 3. Madam. 4. An incubator. 5. Because he can make a little go a long way. 6. The back of the clock. 7. When a fly lights on the end of his nose. 8. None; it has all been taken out. 9. A button. 10. Because that's the close (clothes) of the week.

Boy Scout Activities

(Continued from page 321)

the United States. Through more than 29 years the youth of our two countries have been united in bonds of brotherhood by means of the Scout Program. Frequent opportunities to form personal friendships have been afforded by World Jamborees and other Scout gatherings. We wish to express to Your Majesties our appreciation of the stimulus that has been given to Scouting and

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the Youth of the World by the interest and encouragement which you have shown on so many occasions. It is our sincere hope that through the years the Spirit of Scouting may strengthen and increase the Good Will between our two great nations.

WALTER W. HEAD
President

JAMES E. WEST
Chief Scout Executive

King George VI was a former Boy Scout and is now a Patron of Scouting throughout the British Empire.

At the New York World's Fair grounds another five thousand hailed the King and Queen in the Court of Peace, four Scouts participating in the reception at the British Pavilion, others rendering service along the route.

The Golden Gate International Exposition on August 3rd will be the scene of the spectacular Boy Scout Day activities, things to get under way with a Flag Ceremony and Scout band music.

News About All of Us

Rock Springs

Mr. and Mrs. Fred Menghini have returned from a visit of two weeks with relatives in Tulsa, Oklahoma.

Mr. and Mrs. James Sawtell and family have returned from a vacation spent in Des Moines, Iowa.

Mrs. Howard Thomas and two small daughters, of Long Beach, California, are visiting with Mrs. Thomas' parents, Mr. and Mrs. John Retford.

Richard Webster is a surgical patient at the Wyoming General Hospital.

Clarence Johnson and family are spending a vacation in California and the Northwest.

Mr. and Mrs. Thomas H. Smith have returned from a two-weeks' motor trip through Oregon and Washington.

The Misses Anna and Helen Miller are vacationing in Denver and other points in Colorado.

Attilio Dellai has purchased a new Packard Sedan.

Morgan Roberts, Jr., is a surgical patient at the Wyoming General Hospital.

Thomas C. Smith has returned from Salt Lake City, Utah, where he received eye treatment.

Roy Sherwood has returned from Salt Lake City, Utah, where he was employed for the past two months.

Mrs. Edward Walsh has returned from a two-months' visit with relatives in Ohio.

Miss Blanche Parr has gone to Denver, Colorado, where she is taking a summer course at the Denver University.

Mr. and Mrs. Aaron Deneley, Jr., and Mrs. Aaron Deneley, Sr., have returned from a visit to the World's Fair, San Francisco, California.

Louis Plancher is confined to his home, where he is recovering from an attack of pneumonia.

Mrs. William Weir and son, Gordon, are visiting relatives in Great Falls, Montana.

Mrs. John Grillos is a medical patient at the Wyoming General Hospital.

John Retford and George Ward have returned from Stockton, California, where they attended a convention of the Canadian Legion.

Clifford and Hale Law have returned from a visit with relatives in Indiana and Pennsylvania.

Clarence Olson underwent an operation for appendicitis at the Wyoming General Hospital.

Albin Fabreque and family have returned from an outing at Granite Hot Springs in Hohaack Canyon.

Malcolm Condie is in Cheyenne where he is transacting business for the U. M. W. of A.

Lyman Fearn, of Green River, visited here at the H. J. Harrington home.

Reliance

Mrs. James Kelley underwent an appendectomy at the Wyoming General Hospital in Rock Springs.

Mrs. R. Auld and son visited in Salt Lake City, Utah, during the month.

Mr. and Mrs. D. Baxter and daughter are vacationing in Utah.

Mr. and Mrs. Wm. Mattonen and son have returned from a vacation in California.

Mrs. Johnny Porenta has been visiting in Cheyenne at the Clarence Holmes home.

Miss Helen Thomas has returned to her home after attending a Beauty school in Denver.

Miss Ernest Morrow entertained her Pinochle Club during the month. Mrs. Frank Ellis is to be the next Hostess.

Mr. and Mrs. John Meeks and family left for a month's visit in Illinois and Alabama.

Mr. and Mrs. J. Reuter and sons are vacationing in Missouri.

The baby son of Mr. and Mrs. Alex Spence was a patient in the Wyoming General Hospital during the month.

Sympathy is extended to Mr. Anthony Powell in the death of his father, Mr. W. H. Powell.

Mr. and Mrs. Charles Williams of Seattle, Washington, visited with friends here.

Mrs. John Hughes and daughter, Elaine, and Francis Tolzi visited in Utah during the month.

Mr. Virgil Wright, of Cheyenne, visited at the Leonard Francis home.

Superior

Mrs. L. R. Moore has returned from a two months' visit in Chicago with her daughter, Mrs. Roger Lesson.

Miss Marian Hartwig, of Glens Ferry, Idaho, has been visiting at the home of her sister, Mrs. Paul Cox.

Miss Betty Dugas, of Wheatland, is spending the summer vacation with her parents, Mr. and Mrs. Steve Dugas.

Mr. and Mrs. Vigilio Corozza left Saturday, June 10th, for New York City, where they sailed the following Wednesday for Italy. They expect to be gone several months.

Bernard Edwards is attending Summer School at Laramie.

Mrs. Annie Hunter, of Kemmerer, is visiting at the home of her daughter, Mrs. Jas. P. Faddis.

Miss Frances Canton, of Rock Springs, and Mr. Lysle Conzatti were married in Rock Springs at the South Side Catholic Church Saturday morning, June 24th. Their many friends extend congratulations and best wishes.

Miss Esther Kettle has gone to Denver, where she has accepted a position.

Mr. and Mrs. Wm. Matthew and grandson, of Rock Springs, were Sunday dinner guests of Mr. and Mrs. John Soltis.

Willie Dogas, of Colfax, Washington, is visiting his sisters, Mrs. Ed. J. Conzatti and Mrs. Louis Kladianos.

Mr. and Mrs. John Barwick are spending their vacation in Los Angeles, California.

Mr. and Mrs. Archie Smith and daughter, Betty Jo, of Rawlins, visited relatives in Superior during the month.

Mrs. Ann Larsen and daughters of Salt Lake City, Utah, have been house guests of Mr. and Mrs. Abe B. Gantz. After a short visit, they left for a trip through Yellowstone Park.

Mrs. Joe Galassi, of California, has been visiting at the home of her mother, Mrs. Levina Welsh.

Funeral services were held Wednesday morning, July 5th, in Rock Springs for Robert Radakovich, who died at the

hospital July 3rd. The community extends sympathy to the family.

Winton

Mrs. Ann Thomas spent her vacation in Los Angeles with her son, Sidney, and family.

Mr. and Mrs. Brimley, of Indiana, visited at the home of their son, James Brimley, for a short period.

Mrs. Cathrine Marceau and son, Wilfred, visited with relatives in Montana during the vacation period. Mrs. Clarice Loggins and children, of Butte, Montana, returned with them and will spend a short time in Winton.

Mr. and Mrs. Andrew Spence and son spent the vacation period in California, visiting with Mrs. Spence's brother. Mrs. Spence and son will remain there for the balance of the summer.

Mr. and Mrs. Carl Wagner are the proud parents of a son born at the Hospital in Rock Springs on June 20, 1939.

Mr. and Mrs. Frank Fox and grandson, David Morrison, visited with relatives in Henryetta, Oklahoma.

Mr. and Mrs. John Nesbit spent their vacation with his parents at Clinton, Indiana.

Mrs. Edmond Toy, who has been seriously ill at the Hospital in Rock Springs following an emergency appendectomy, is recovering at this writing.

Mr. and Mrs. Ray Dodds and family spent their vacation in Yellowstone Park.

Mrs. E. A. Brown, of Glendale, California, and Mrs. Susan Mangan, of Hanna, Wyoming, left for Hanna after spending the past few weeks visiting relatives here.

Mr. Glenroy Wallace has returned to Winton after spending the past month in Salt Lake City, Utah.

Mr. and Mrs. Joe Rudelich are the proud parents of a baby boy born at the Hospital in Rock Springs June 21, 1939.

Mr. and Mrs. Lawrence Kinyon, of Anaheim, California, visited at the home of Mr. and Mrs. Wm. Kinyon.

Mr. and Mrs. Chas. Besso visited with relatives in Canyon City, Colorado.

Mr. and Mrs. Mack Shaw are rejoicing over the arrival of a son at the Hospital in Rock Springs on July 8, 1939.

Mr. and Mrs. Keith Miller, of Newcastle, Wyoming, visited at the home of Mr. and Mrs. Fred Clark.

Many Winton people spent their vacations in Hoback Canyon.

Dr. Geo. Moranville and family spent a few days in Yellowstone Park. During his absence, Dr. Krueger acted as Camp Doctor.

Hanna

Mr. and Mrs. G. E. Bullock left Sunday, July 9th, for Coalville, Utah, where they will spend two weeks visiting.

Mr. and Mrs. John While and two daughters, of Pasadena, California, arrived in this city July 5th, and will spend the summer months visiting relatives and friends here and at Superior.

Dr. and Mrs. Gerald W. Hurst are the proud parents of a daughter, born July 1st, at Denver.

Mrs. John Lehti was seriously burned about the face, neck and arms July 14th by a gasoline explosion while cleaning clothes. She was given medical treatment at the Hanna Hospital, and remained there for several days.

Bert Taylor was a patient at the Hospital last week, suffering from asthma.

Mr. and Mrs. Hugh Renny, Ladell, Nancy, and Barbara

Veitch spent Sunday, July 16th, visiting Mr. and Mrs. Edward Black, in Rock River.

Miss Patricia Norris, of Los Angeles, arrived in this city Sunday, July 16th, and will spend a month visiting her father, Richard Norris.

Mr. and Mrs. Norman Smith and sons and Mr. and Mrs. George Veitch attended the Old Timers' picnic at Encampment Sunday, July 16th.

Mrs. Sue Keitley, of Pasadena, California, arrived in this city on July 15th, and is visiting her sister, Mrs. S. I. Rodda.

Mr. and Mrs. Lionel Love and children motored to Casper Thursday, July 6th, to visit Mr. and Mrs. David Kidd and family.

Jean Marie Burford just returned home from Laramie, where she spent the last two weeks with Mr. and Mrs. Dan Leader.

Miss Helen Lehti and Uno Lehti arrived in this city the early part of the month from Washington, D. C. They are visiting with their parents, Mr. and Mrs. John Lehti.

Mrs. Hilma Nordwall left July 4th for Nordwood, Massachusetts, where she will visit relatives. She will leave next month for Finland.



The Office Broom

Hugh McLeod, former State Coal Mine Inspector, now employed by the Company at Reliance, was in the Hospital some time during May, with pneumonia, but is back at work.

O. G. Sharrer, Mine Superintendent, Hanna, and family, spent his vacation along the Pacific Coast, being relieved by Thomas Foster, of Rock Springs.

V. O. Murray, Mine Superintendent, Rock Springs, visited New Mexico and Colorado during July.

Frank Rosendale, Accounting Department, is an ardent devotee of Izaak Walton. Himself and party (usually four) have been out upon several occasions and they catch "the limit" each time. The ten to twelve-mile hike to reach the lakes up in the clouds is too strenuous a job for "yours truly." It's good practice for Frank, who is a Boy Scout leader.

James A. Brown, of the Tax Office at Omaha, was here for a few minutes only in July, and we learned a lot about the New York World's Fair in a short space of time.

Eugene McAuliffe, President of The Union Pacific Coal Company, was unanimously elected to honorary membership in the Illinois Mining Institute at the annual meeting held on June 10th. This honor was conferred because of "long and honorable service to the coal industry." Mr. Thomas Moses, retired president of the H. C. Frick Coke Company received similar recognition.

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